

THE NATIONAL Provisioner

THE MAGAZINE OF THE

Volume 102

Meat Packing and Allied Industries

Number 10

MARCH 9, 1940

MAR 11 1940



**"'CELLOPHANE'
INSPIRES
GREATER
CONSUMER
CONFIDENCE"**

...say John J. Felin & Co., Inc.

"NOW, more than ever, we know what a top-notch sales pull 'Cellophane' has among housewives," say John J. Felin & Co., Inc., Philadelphia. "Not only has the attractive 'Cellophane' wrap on our products attracted many new customers; also, records show that more and more of our customers are repeat buyers. 'Cellophane' reminds housewives to buy . . . and buy again!"

These days modern housewives want to see what they're getting. And the 100%

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DU PONT ON THE AIR—"Cavalcade of America" every Tuesday, 9 p. m., E. S. T., over NBC networks.

Cellophane
TRADE MARK



"Cellophane" is a trade-mark of E. I. du Pont de Nemours & Co. (Inc.)

LET'S TALK FUNDAMENTALS

YIELD and processing profits are increased when sausage meat can be rapidly cut without heating, into a fine, perfectly blended emulsion that absorbs and retains added moisture.

Don't make the mistake of trying to "get by" with your present cutting equipment. Consider a new BUFFALO Standard or Self

Emptying Silent Cutter only in the light of an investment that pays its own way through increased efficiency, lower labor costs and improved products.

There is no time like the present to discuss increased profit possibilities with a BUFFALO representative.

BUFFALO SELF EMPTYING CUTTERS

BOWL CAPACITIES 200 TO 800 LBS.

BUFFALO STANDARD SILENT CUTTERS

BOWL CAPACITIES 21 TO 250 LBS.



JOHN E. SMITH'S SONS COMPANY

50 BROADWAY

BUFFALO, N. Y.

CHICAGO • BOSTON • LOS ANGELES • DALLAS • BROOKLYN

GET THE "LOW-DOWN" ON DODGE *Job-Rated* TRUCKS



and PUT YOUR HAULING PROBLEM UP TO DODGE

WHETHER you are keeping a fleet of three-ton gas or Diesel freighters "on the move" or delivering parcels with a half-ton panel—you're interested in two important things . . . continuous, dependable operation and maximum operating economy.

You get true operating economy only with a truck that fits your hauling job—

a truck that is engineered and "sized" throughout for its rated capacity.

The DODGE truck you buy will have exactly the *right one* of 6 great Dodge truck engines—for top performance, maximum economy. It will be "sized" for the job with the *right one* of 20 frames, of 4 clutches, of 3 transmissions, of 8 rear axles; the *right one* of 9 spring and 6 brake combinations—giving durability, low maintenance cost.

Whatever your hauling needs you can **DEPEND** on a DODGE *Job-Rated* truck . . . a truck that will *fit your job!*

Remember—Dodge *Job-Rated* trucks are priced with the lowest for every capacity. See your Dodge dealer for easy budget terms.

****Job-Rated MEANS: A Truck That Fits YOUR Job! Here's Why!***

	DODGE	TRUCK 2	TRUCK 3
ENGINES	6	1	3
WHEELBASES	17	9	6
GEAR RATIOS	16	6	9
CAPACITIES (Ton Rating)	6	3	4
STD. CHASSIS and BODY MODELS	96	56	42
PRICES Begin At	\$465	\$450	\$474

Prices shown are for 1/4-ton chassis with flat face cowl delivered at Main Factory, federal taxes included—state and local taxes extra. Prices subject to change without notice. Figures used in the above chart are based on published data.



FREE! Get and Read this Booklet—NOW!

Before you buy any truck, get this booklet from your Dodge dealer, or write Dodge Division, Chrysler Corporation, Detroit, Michigan.



DEPEND ON DODGE *Job-Rated* TRUCKS

3-2 1½ 1¼-½ TON CAPACITIES 96 STANDARD CHASSIS AND BODY MODELS ON 17 WHEELBASES
PRICED WITH THE LOWEST FOR EVERY CAPACITY



THE NATIONAL PROVISIONER

The Magazine of the Meat Packing and Allied Industries



Official Organ Institute of American Meat Packers

Volume 102

MARCH 9, 1940

Number 10

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★

DAILY MARKET SERVICE

(Mail and Wire)

E. T. NOLAN

C. H. BOWMAN

Editors

The National Provisioner Daily Market Service reports daily market transactions and prices on provisions, lard, tallow and greases, sausage materials, hides, cottonseed oil, Chicago hog markets, etc.

For information on rates and service address The National Provisioner Daily Market Service, 407 So. Dearborn st., Chicago.

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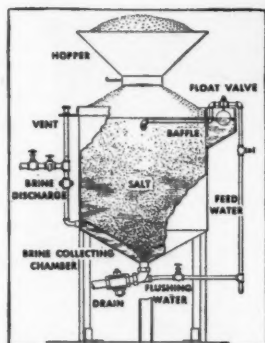
*Salt flows in—
Profits flow out*

★ ★ ★

**Costs go down
when
brine flows down
by gravity**

ONE important feature of The Lixate Process For Making Brine is the convenience it offers and savings it makes by gravity flow of both salt and brine. In the installation pictured above, Lixate Brine flows by gravity to curing tierces three floors below.

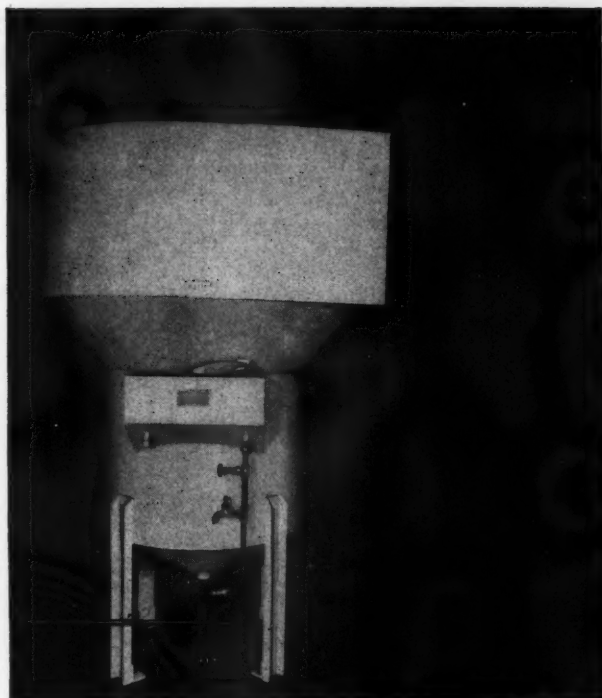
In this diagram of the Lixate Process, you can see how engineering design has taken advantage of the power of gravity. Salt flows down by gravity to the Lixator. Water enters through a spray nozzle at the top, dissolves the salt without agitation and becomes fully saturated brine. Brine flows by gravity to the storage tank—where it can be quickly diluted to any desired strength by using simple gauge markings in the tank. Saturated or diluted brine flows by gravity—or is pumped—to any part of the plant.



This makes four major savings:

1. Labor savings for handling salt.
2. Labor savings for making brine—for the salt is dissolved without power or manual agitation.
3. Labor savings for distributing salt or brine to various parts of the plant.
4. Savings in the amount of salt required, reported by users to be 10% to 20%.

Modern meat packing plants in all food packing centers now use Lixate Brine for every purpose in the meat packing plant.



NEW YORK MEAT PACKING COMPANY, Inc.
(Beef exclusively)

Lixate Brine is so extensively used in curing hams and bacon that its advantages in packing other meats may be unfamiliar. This installation is for brine used exclusively in curing beef. Features of the installation are: gravity flow of brine to storage tierces; gravity flow of saturated brine to adjoining cooler room and to a curing cellar three floors below. In addition to its use in curing beef, Lixate Brine (saturated) is used for filling barrels of beef packed for export.

★ ★ ★

You can make the same savings they enjoy. Write for a copy of the Lixate Book—illustrating many installations and describing the Process in detail. Better still, ask to have a Lixate Engineer call, with no obligation, to show you how you can make direct, positive and measurable savings in your own plant.

SALT FOR EVERY PURPOSE

International Salt Company, Inc., produces every grade of the three basic types of salt—granulated (vacuum evaporated); flake (grainer evaporated); and Rock Salt. The Research Department of International Salt Company, Inc., and its engineering departments, will provide at no obligation, advice and counsel on the proper use of the correct grade of salt for any use in the meat and food packing industry.

WRITE FOR THIS BOOK

See how many modern meat and food packing plants, textile mills, tanneries and others, have installed The Lixate Process for its marked savings. See, too, the valuable information in this book on the properties of brine. A copy will be sent free on request.

The **LIXATE** *Process*

REG. U. S. PAT. OFF.

FOR MAKING BRINE

INTERNATIONAL SALT COMPANY, INC., Scranton, Pa., New York, N. Y.

SALES OFFICES: Buffalo, New York • Philadelphia, Pennsylvania • Boston, Massachusetts • Baltimore, Maryland • Pittsburgh, Pennsylvania
Newark, New Jersey • New York, New York • Richmond, Virginia • New Orleans, Louisiana • Cincinnati, Ohio • St. Louis, Missouri

POPULARITY OF "BOSS" CUTTER CONTINUES



The steady increase in the number of users of "BOSS" Cutters is a sure indication that its many superior features are recognized and appreciated.

These are the important factors that make this the outstanding machine it is:

1. Rugged and durable construction.
2. Simplicity and compactness of design.
3. Elimination of friction by the new method of setting the knives, permitting longer cutting time.

4. Improved texture of the finished product and increased yield.

5. More liberal use of ice to help make the sausage juicy and palatable.

6. "BOSS" UNLOADER—a patented feature found only in "BOSS" Cutters—is simple to operate and completely empties the largest size cutter in half a minute.

No question at all why this "BOSS" gives

"Best Of Satisfactory Service"



The Cincinnati Butchers' Supply Company

824 Exchange Ave., U. S. Yards,
Chicago, Ill.

Mfrs. "BOSS" Machines for Killing,
Sausage Making, Rendering

FACTORY:
1972-2008 Central Ave.
Cincinnati, Ohio

GENERAL OFFICE: 2145 Central Parkway, Cincinnati, Ohio

"Phooey," says Riley, "Who Cares How It Looks?"



RILEY is a friend of mine, yes. We bowl a game together now and then, and of a Sunday night we're usually at his house or mine, dunking Lucy's sugar doughnuts into hot coffee and listening to the radio.

But one thing about Riley is he's stubborn like fly-paper. He gets an idea and sticks to it, come rip-saws or rainbows. Although, I got to admit that he knows a good thing when he sees it.

As, for example, Riley is a good customer at my Grease Palace. In fact, that is where we first got acquainted. He comes rollin' in one day in that big truck of his, which is crusted with mud from stem to stern, and battered up like an old tomato can after a back-alley shinny game.

I was just movin' under to give the forward universal a shot of grease, when . . . POW! A hunk of dried-up mud caught me square in the eye, and the first thing I knew I had forgot that Riley was a customer, and was only thinking of him as my friend.

"Where was you brought up?" I hollered. "In a barn yard? Why don't you take a little pride in this truck o' yours?"

I didn't really mean it, of course. I was just annoyed at this hunk of clay, and I was naturally takin' out my spite on Riley. But he was very superior.

"Phooey," he says. "Who cares how it looks? That there truck is made for workin', not just sittin' around lookin' purty."

"Hal!" I says. "That shows how much you know. You'd do a danged sight more payloadin' if people wasn't ashamed to

see you pull up in this antique ox-cart of yours! You got to keep up appearances in this day and age, boy, and don't you forget it!"

"Meanin' I should ought to wear my blue serge every day in the week, I suppose," he comes back at me.

"Meanin' you ought to keep up with the times. Come here."

I took him to the door and pointed at Bert Glover's new Ford Truck which was parked at the curb. "There's what I'm talkin' about," I said.

And the first thing you know, we are goin' toward this truck, with Riley in the lead.

"There you are, there's a truck for you. Bright like a scoured penny, and streamlined like it ought to be."

I turned around to see what kind of reaction I was gettin'. Riley was gone. At least I thought he was, but then he pokes his head out from under a hind wheel.

"You're right," he says, scrambling out and clapping the dust off his hands. "That's just about as good-lookin' a rear axle as ever I see on any truck. Husky. New longitudinal front springs, too, I notice. And a cleaner underside."

"I know that," I says, "I've greased plenty of 'em, and what I mean, they're

easy to get at. But it's a *handsome* job, Riley, is what I'm saying—"

"Right again," Riley interrupts, and this time he's lifted up the hood and is lookin' at the engine. "There's a set-up what's *really* beautiful. Look at them eight cylinders. Two banks, four each. Compact. Sweet."

"I been hearin' about these V-type jobs breakin' records in airplanes an' motor boats. They got the stuff."

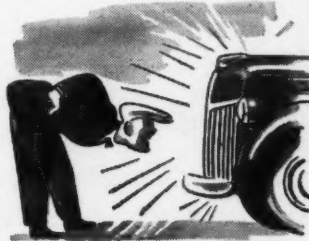
I am exasperated. "Look at the *outside*," I say. "I'm saying it's a good-lookin' truck on the outside."

"I agree absolutely. Take that front axle. Hefty—*really* a good-lookin' axle."

By this time, I give up all hope. I am just starting back to the pit to finish up his grease job for him.

"Wait a minute," he says. "I think you've talked yourself out of a job. Just hold up that greasin' till you hear from me." And off he goes in the general direction of the Ford dealer's establishment.

So that's how it is that Riley's driving a Ford these days. But what tickles me is how he takes care of that unit like it was a baby. If I get so much as a little smudge of grease on the fender, he starts braying like a mule, and won't budge till I wipe it off—with a *clean* rag.



Ford V-8 Trucks and Commercial Cars

Ford Motor Company, builders of Ford V-8 and Mercury Cars, Ford Trucks, Commercial Cars, Station Wagons and Transit Buses



PACKING COMPANY FLEET

ADDS

1.1 MILES PER GALLON TO FLEET AVERAGE

● It's **EASY** to lean down a carburetor, and increase gasoline mileage. But that may merely result in loss of power and burned valves, increasing maintenance expense far more than the gasoline saving.

Standard Oil Automotive Engineers are trying to reduce *total* operating costs. Sometimes it means readjustment of a carburetor float level. Sometimes it's refacing a set of distributor points. Sometimes it's a new condenser. But in every case it involves a careful check of all of these things and many others to secure good overall performance, full power and low maintenance.

This kind of *thorough* Automotive Engineering Service solved an oil sludging problem which reduced valve and ring maintenance costs materially on a central state packing company fleet, in addition to increasing gasoline mileage 1.1 miles per gallon.

Use Standard Oil products. Get this free Engineering Service and watch *your* fleet operating costs come down. Write 910 South Michigan Avenue, Chicago, Illinois. Ask to have the Automotive Engineer nearest your garage call and explain fully just what he does.

Standard Automotive Engineer and garage superintendent inspecting carburetor float. Close cooperation with shop men in their operating problems insures the lasting value of Standard's Automotive Engineering Service.

Copyright 1940, Standard Oil Co. (Ind.)

STANDARD OIL COMPANY (INDIANA)
AUTOMOTIVE ENGINEERING SERVICE

**LOWERS
MILEAGE
COSTS**

For tempting, delicious flavor

Boat's Head Super Seasonings



THE PRESERVATIVE MANUFACTURING CO., BROOKLYN, N. Y.

The National Provisioner—March 9, 1940

Page 9



THIS ORDER'S TOO BIG
TO FILL FROM STOCK,
BOB. CAN WE POSSIBLY
GET EXTRA SUPPLIES?

WELL, THERE'S ONE THING
WE DON'T HAVE TO WORRY
ABOUT, JIM, AND THAT'S
CONTAINERS.

Our Requirement Contract with American Can
protects us at times like this. No matter how
much our needs grow, we're always "covered."
But I'm not so sure about the other things, I'll
have to check and let you know . . ."

CANCO

AMERICAN CAN COMPANY, 230 PARK AVENUE, NEW YORK, N. Y.

DOWN-TO-EARTH FACTS YOU SHOULD KNOW ABOUT SALT



**LET THE FILTER PAD TEST
SHOW YOU A BASIC FACT
ABOUT CLEANLINESS**

HERE is a test that may help you to improve the quality of your product. It's the filter pad test which permits your own eyes to compare clean and unclean salt.

Note the cleanliness of the pad on the right through which a brine made from Diamond Crystal, a clean salt, had passed! Compare it with the other one!

Food manufacturers realize that it takes clean, quality ingredients to produce quality products. That's why we're eternally vigilant to keep Diamond Crystal a *clean salt*.

**DIAMOND CRYSTAL
SALT CO., INC.
St. Clair, Michigan**



**MAKES GOOD FOOD
TASTE
BETTER!**

SOME FACTS ABOUT DIAMOND CRYSTAL

- 1 *It's a clean salt.*
- 2 *It dissolves rapidly.*
- 3 *It has true salt flavor.*



- 4 *It comes in soft, fluffy crystals.*
- 5 *Its uniform high purity is assured.*
- 6 *So is the correct grain size for your use.*
- 7 *Dependable quality and service for more than 50 years!*

Copyright, 1940, Diamond Crystal Salt Co., Inc.

DIAMOND CRYSTAL *Alberger Process* SALT

"I'm
Very Finicky
About
Pork Sausage..."



Take no chances with *your* sausages
...use Armour's Sheep Casings!

• There are some very important reasons why you should use Armour's Sheep Casings in making pork sausage!

In the first place, they're *natural* protectors of the juiciness and flavor that makes them a favorite on America's Table.

Then, they add an appetizing appearance to your product's attractiveness . . . cling tightly to the meat at all times, giving it a fresh, well-filled look that makes sales.

And Armour is in a position to offer you a full line of sheep casings...the right casing in the right size to fill your needs. All Armour Casings are subjected to the most careful grading and inspection...a fact that means uniformity and dependability for you!

Call your Armour Branch House today for up-to-the-minute quotations and fast, efficient service.

ARMOUR'S NATURAL CASINGS

PACKER REACTION TO KILDEE SUGGESTIONS ON HOG BUYING

Establishment of price differentials by packers to encourage the marketing of hogs of less weight and yield of fat, and a more logical and uniform system of grading and paying for hogs on a basis of carcass yield and quality, were cited recently by Dean H. H. Kildee, Iowa State College, as ways in which the pork and lard situation and hog production efficiency might be improved. A number of packers were asked to comment on his views, as published in **THE NATIONAL PROVISIONER** of March 2. In general, these processors agreed with Dean Kildee, although some questioned the practicability of his suggestions. Several of these packer interviews, on this problem of industry importance, are given below.

ELEVEN packers, with plants ranging from the East to the West coast, commented on Dean Kildee's suggestions. Several other processors declined to make statements without further study of the question. The reactions of representative packers were as follows:

CALIFORNIA.—"There seems to be nothing you can very well lay your fingers on in regard to lard," said George Zimmerman, president of the South San Francisco Packing Co., San Francisco.

"We are already doing what Mr. Kildee says to a considerable extent, in that we endeavor to buy hogs with as little fat as possible. When we are offered hogs which are too fat we try to avoid buying them, and if we do take them, it is for less money. While we do not have specific standards by which we purchase, we are actually buying largely on a basis of carcass yield and quality."

GEORGIA.—Frank Mann, president of the Rome Provision Co., Rome, fully agrees with the recent statement of Dean H. H. Kildee, of Iowa State College, relative to the lard situation.

"Now, as in the past 10 years," Mr. Mann said, "the biggest detriment to the packing industry is the differential between lard and the different cuts of pork. The only answer, of course, is for the packer to pay considerably less for the fat hog and more for the bacon type of hog of the same weight."

Producer Education Essential

"Until we packers educate the producers to raise the lean type of hogs, there is no way of remedying the situation. . . . Packers, however, must work at both ends of the process. While we are educating the producer, let us not forget the law of demand—it is vitally important that the consumer be educated to demand pure hog lard in preference to some substitute product."

"In the event nothing is done about the lard situation as it stands now, the packers will eventually

have to raise the price on other cuts to offset the loss in lard."

MISSOURI.—George L. Heil, jr., Heil Packing Co., St. Louis, told **THE NATIONAL PROVISIONER** that the analysis of the situation by H. H. Kildee should do much to bring to light the unsatisfactory conditions generally in the lack of uniform grading of hogs.

Mr. Heil stated that he felt that a price differential might well be put into effect, providing that sufficient education of the producing and packing industry could be accomplished through some central system. He believes that present conditions are chaotic because of the unbalanced tenor of the hog business.

Price Differential Would Help

With a proper price differential, he believes, the hogs marketed in the future would be of meatier types and would yield less lard.

"We try not to buy and would like to steer away as much as possible from the lard-producing animals," Mr. Heil asserted. "At present the tendency is for fatty hogs to come to market in larger quantities than are needed by our company. We feel that there certainly is a strong argument for the price differential, since we are paying the same price for the meatier and the fatter type of hogs, although we are not in the market for the latter. We have to take what we can get when we find the market is empty of the meaty hog that we consider important to our business."

There is much that can be done in the hog producing and packing business to overcome present difficulties, according to John F. Krey, vice president and general manager, Krey Packing Co., St. Louis.

Mr. Krey believes that a central educational system, conducted through the state colleges in cooperation with county agents, would make it pos-

sible to establish a more logical and uniform system of grading. Such a plan, Krey stated, would call for a perfectly scheduled system of buying hogs on the basis of carcass yield and quality and would eventually bring about more definite grading and labeling of pork and pork products. Mr. Krey declared this would improve the general efficiency of the hog business.

The eventual establishment of a satisfactory price differential to encourage production of meatier hogs is looked upon favorably by Mr. Krey, but he believes that this can be brought about only through the educational plan he outlined.

OKLAHOMA.—W. Dick Jordan,

we have been growing hogs for a long time without much fat control so far."

R. B. Ditto of the Public Market, Oklahoma City:

"Of course the best hog is the one which produces the most lard, but the hog I want for retail marketing is the one which produces the least fat. I believe that is the opinion of most killers because we have no market for the lard. However, I believe cutting down the fat would lower the standard of meat to some extent. . . . The grading would be the problem."

OREGON.—S. W. Nelson, president and owner of the Pacific Meat Co., Portland, stated:

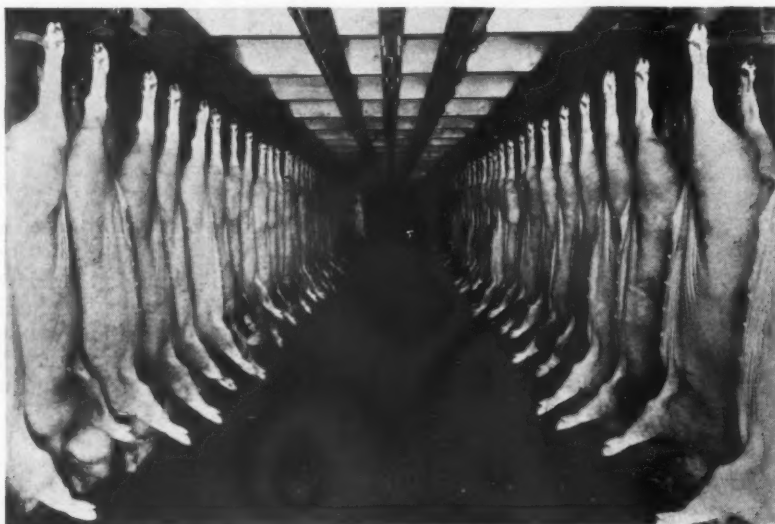
"Curtailling lard production by con-

simple one. He commented on the practice in some foreign countries, where premiums are paid for hogs fed according to standards established by the government and marketed when a certain weight has been reached.

"It will not be an easy matter," this processor said, "to get all packers to follow a standard of procedure along these lines. Probably the answer to the problem here is some sort of government supervision which will encourage farmers to market meat type hogs."

TEXAS.—M. Kaplan of the Nelkin Packing Co., Houston, expressed the belief that nine out of every 10 of the local packers kill for cut-out value, not rendering value. His firm could see no advantage in a change from the present system to either packer or producer. Their labeling and grading, he said, follows the standard practices of the large firms.

Officials of the Dixon Packing Co., Houston, say that they, too, are primarily interested in cut-out value, and not rendering value, although they do sell some lard. In one regard they are now following Kildee's ideas, in that they grade as "tops," hogs from 175 to 200 lbs., and the extra-fats, 250 lbs. and up, are penalized. However, B. M. Wadsworth, vice president of the concern, sees nothing to be gained by a sweeping change in the present system, for either party concerned in the transaction.



CANADIAN HOGS ARE RAIL GRADED

Hogs in chill room at plant of J. M. Schneider & Sons, Ltd., Kitchener, Ont. Note uniformity of carcasses. Canadian hogs are rail graded and paid for on the basis of such grading; producers aim at marketing hogs of definite weight, conformation and degree of finish.

Peoples Packing Co., Oklahoma City, said:

"Unless a way is discovered, invented or designed to add more lean than fat and still have a *good flavor*, the plan does not sound practicable to me. Although the physique of a hog can unquestionably be controlled more than that of a human being, there are still long and short ones, bacon hogs, etc., just as there are different types of people. Under present conditions, I do not see how you can get away from the fat problem.

Pessimistic On Fat Control

"The law of supply and demand controls the hog situation. We are already buying them on the basis of carcass yield and quality. The labeling we now use is governed by the fat. We are already paying a penalty in a cheaper market for the overweight hog. What we are interested in is how much total meat we can get out of them. I am not saying it is not possible, but I do not know how it could be done. You know

trolling the lard yield of hogs through prices won't improve the future sales of lard. Improvement in the present lard situation can be brought about only by an extensive program of consumer education in the various nutritious and shortening qualities of lard, and a standard system of grading lard."

Advocates Lard Grading

Jakob Gallus, owner of the Portland Provision Co., Portland, agreed with Dean Kildee's suggestions, saying, "The present lard situation is due somewhat to the presence of inferior lards on the market to compete with shortening. An established system of grading and labeling lard to aid the consumer in distinguishing between superior and inferior grades will tend to increase the consumers' confidence in lard."

PENNSYLVANIA.—An official of a meat packing firm in Pennsylvania agreed that some method should be devised to establish a price differential to encourage marketing of meat-type hogs, but believes the problem is not a

STAMP PLAN POSTER

The Institute of American Meat Packers has prepared a small window poster or counter card for display in retail stores in the 53 cities thus far designated where pork products may be purchased under the blue stamp plan for surplus food distribution.

The list of cities included in the stamp plan is steadily increasing and, with pork products among the purchasable items, promises to offer a good market for meat packers. The posters, pointing out the economy and variety of pork products to blue stamp purchasers and other consumers, may be purchased from the Institute at \$11.70 per thousand if orders aggregate 10 thousand copies; \$7.50 if they aggregate 25 thousand; and \$4.70 if 50 thousand.

A heavy cardboard back with an easel is also available for an additional \$4.30 per hundred copies.

U. S. ENDS SAUSAGE GRADING

The U. S. Bureau of Agricultural Economics has announced that it will discontinue its sausage grading service, effective March 31. The Bureau established voluntary sausage grading several years ago, setting up standards for U. S. No. 1 grade sausage; packers making sausage in conformity with these standards have been allowed to tag or brand their product accordingly.

Packer Packages Honored

the major requirements of a group of food packages—quality appearance, appetite appeal, display value and family resemblance. The new labels are based on a color combination of maroon and gold and feature full color illustrations, showing each product as prepared for table use.

All consumer packages of the Rath line of vacuum-cooked meats now appear on food dealers' shelves in the new dress. The line includes breakfast sausages, corned beef hash, spiced ham, Tender Mild ham, chili con carne, beef stew and other products.

Commenting on the new labels, Mr. Wilmet, the designer, stated:

"For quality and delectable appearance, the background colors of deep

identified by a luxurious gold background, liberal use of red and blue lettering and a natural color sketch of the company's new ready-to-eat baked hickory smoked ham. Produced by means of a recently developed process, the new ham has received immediate consumer acceptance in this attractive package, which successfully emphasizes the high quality and delicious flavor. Gold transparent wrap is "Cellophane" of E. I. duPont de Nemours & Co. Ham and package were covered in an article in the August 5, 1939, issue of *THE NATIONAL PROVISIONER*.

Wilson & Company's new lard container, an unlined, grease-resistant package, is notable for the convenience it affords the retail user of lard. It features a striking color combination of

THREE meat packing firms—Rath Packing Co., Wilson & Co. and H. C. Bohack Co., Inc.—have been announced as award winners for their contributions to the science of packaging during 1939 in the All-America package competition sponsored by *Modern Packaging* magazine. The competition attracted 30,000 entries.

Rath Packing Co. received top honors in the family group section of the competition for the re-designed and re-labeled containers used for its line of vacuum-cooked meats, while the Wilson award was for the company's new Square Deal container for Certified pure lard in the folding carton group. The Bohack prize-winner was that company's new printed cellophane wrap for baked ham, entered in the opaque wraps, bags, and envelopes division of the competition.

Designed by Georges Wilmet, president of De Vaulchier, Blow & Wilmet, Inc., New York, the new Rath containers were declared to have successfully met



maroon and rich gold were finally selected. Appeal to the palate was made with full-color photographic illustrations of each product as prepared for table use. Legibility and display value were attained through the use of strong stencil lettering in white against the maroon labels, together with the careful choice of layout and sizes of the lettering.

"A new trade mark was designed which, together with the same layout and colors, was used throughout all the packages, both in the consumer sizes and the large dealers' packages. Thus, having tried one Rath product, the consumer is reminded to buy others by the family resemblance of all the packages."

Suppliers credited in the Rath award were American Can Co., Theo. A. Schmidt Lithographing Co., Fidelis Harter, Inc. (photographs), Anchor-Hocking Glass Corp., Morris Paper Mills (display cartons) and Waterloo Corrugated Box Co. (shipping containers).

The winning Bohack ham wrap is

blue and white lettering on an orange background, with a blue band and yellow base, providing rich display appeal under any store lighting condition. The carton is double sealed for sanitation, the space between the two lids being utilized for recipe books, advertising folders, or a small premium. The tapering slope of the container sides are so designed as to make it fit the hand when lifted.

The lard container was designed by Wilson & Co. in cooperation with the Sutherland Paper Co., which produces the package. Capping machinery was supplied by Anderson Bros. Mfg. Co., Rockford, Ill., and tying machinery for the lid by Bunn Tying Machine Co., Chicago.

All prize-winners in the 1939 All-America competition will be officially announced in the March issue of *Modern Packaging* magazine and will receive awards at a presentation dinner at the Waldorf-Astoria Hotel, New York City, on March 27.

Photographs used on this page appear by courtesy of *Modern Packaging*.



Effects of Sausage Campaign To Date Told by Institute

THE giant advertising campaign now being conducted in the nationwide effort to promote a greater sale of pork sausage links has been notably successful to date, according to preliminary reports received by the Institute of American Meat Packers.

Although reports from all members participating in the campaign have not yet been received, sales figures thus far compiled have shown that a declining sales trend was definitely checked.

Information received by the Institute shows that there was a steady decline from week to week in sales of pork sausage links during the three weeks preceding February 17. During the following two weeks, when meat packers' salesmen began vigorously to promote retailer interest in the campaign, and when the first *Life* magazine advertisement appeared, link pork sausage sales increased substantially.

The full effect of the current campaign has not yet been felt, the Institute points out. The second lot of store advertising material was distributed to retail meat dealers only a few days ago, and the second *Life* advertisement is only now reaching the magazine's 20 million readers. It is believed that the full impact of the nation-wide sausage promotion will not be felt until all of the store advertising material and consumer's advertisements, with the strong retail promotion, has reached consumers in all parts of the country.

Railroads Cooperating

In addition to vigorous promotional efforts of meat packers, sausage manufacturers and retail meat dealers, other agencies have been working to make a success of the sausage campaign. Exceptional cooperation has been offered by many of the nation's railroads. Ap-

proximately 30 railroads have indicated they will feature pork sausage links on their dining car menus.

The Institute provided them with recipe material, and some of the railroads, such as Missouri Pacific Lines, the Kansas City Southern Railway Co. and Burlington Lines, requested additional copies of a recipe folder which they attached to their regular menus.

The Burlington and Santa Fe included pork sausage links on their printed menus, and the Great Northern and Illinois Central prepared special menu cards featuring pork sausage links for breakfast, luncheon, or dinner. The Chicago, Milwaukee, St. Paul and Pacific railroad, in addition to featuring pork sausage dishes, prominently printed the message "Eat More Pork Link Sausage."

New Folder Now Available

To aid members to tie in further with the advertising program, the Institute has prepared and issued a four-page, four-color, pork sausage link recipe leaflet. The front cover carries a reproduction of one of the panels of the first full color advertisement, which appeared in *Life* magazine on February 23. Such appetizing combinations as pork sausage and waffles, pork sausage and pancakes, pork sausage and apple rings are featured. The leaflet is entitled "TEAM-MATES—For Every Meal."

The inside two-page spread of the leaflet features illustrations from the second *Life* advertisement, along with new and appetizing pork sausage link recipes. The leaflet is colorful, and its use should prove helpful to members who are following through with the second period of the pork sausage link campaign. This begins March 8, when the second four-color advertisement in

Life magazine will be published.

The leaflet is available from the Institute at a cost price of \$7.00 per thousand copies. It can be imprinted on the back with the company's firm name and address at a cost price of \$1.50 for the first thousand copies, and \$1.27 for each additional thousand. Orders will be filled promptly.

Campaign chairmen at Tulsa and Portland have reported as follows:

TULSA, OKLA.—"At a meeting held for the retail meat dealers there was an attendance of between 300 and 400. Also talked over three Tulsa broadcasting stations and was given a lot of publicity in both Tulsa daily papers. In addition, there have been meetings with packer salesmen and your material has been distributed."

PORTLAND, ORE.—"All packers are giving the sausage campaign good support. Advertising material has been distributed, and dealers have been very cooperative in allowing salesmen to place it in conspicuous locations. At present, pork sausage is being featured by practically every large retailer in Portland. Everyone concerned is very enthusiastic, and we are sure that greatly increased sales will be shown on sausage."

LINK SAUSAGE ON PARADE

Before 30 leading home economists from the newspaper, radio, food and equipment fields of the Chicago area, pork sausage links in a wide variety of shapes and sizes went on parade this week at a luncheon held at the Palmer House. Arranged in connection with the current nation-wide promotion on pork sausage links being sponsored by the Institute of American Meat Packers, the luncheon was given by the National Live Stock and Meat Board as a project of cooperation.

The cookery experts, whose hostess was Miss Inez S. Willson, home economics director of the Board, applauded enthusiastically as the links passed in review and took their bow before a specially constructed mirror, tilted so that all guests could see them clearly. Attention was called to the fact that the variety of link sausage available offers almost endless possibilities for every meal and every occasion.

After a special "fashion review" featuring such delicacies as link sausage and lima bean casserole, country style sausage with pineapple, smoked link sausage in a boiled dinner and link sausage and macaroni loaf, a vote revealed the latter as the favorite among the luncheon guests. Viewing the wide adaptability of pork sausage links in menu planning, the home economists agreed that more attention should be given the matter of variety in link sausage dishes for morning, noon and night.

Pork sausage was also featured at a joint luncheon of the Agricultural Club and Agricultural Committee of the Chicago Chamber of Commerce this week.



A FAVORITE SAUSAGE TREAT

Link sausage and macaroni loaf, one of the many delightful link sausage dishes displayed at a recent luncheon attended by leading home economists of the Chicago area, was voted the favorite sausage dish of those shown. The luncheon was staged by the National Live Stock and Meat Board in conjunction with the current nation-wide campaign on pork sausage links by the Institute of American Meat Packers.

MOTOR TRUCK ACCIDENT ANALYSIS

A COMPREHENSIVE analysis of motor truck accidents during the calendar year 1938, involving trucks operating in interstate commerce, which was recently published by the Bureau of Motor Carriers, Interstate Commerce Commission, Washington, D. C., contains much useful information for the packer or sausage manufacturer operating his own fleet of trucks, whether his distribution territory crosses state lines or is confined to a single state.

All accidents covered by the bureau's report resulted in a fatality, personal injury requiring medical attention or property damage of \$100 or more. Truck accidents in this category reported to the commission during 1938 numbered 2,440. They brought death to 452 persons, injured 2,404 and caused property damage of more than \$2,000,000.

Here are some of the most common characteristics of a typical motor truck accident, according to the report:

Time of accident: Between 11 p. m. and midnight.

Locality: Open country.

Road conditions: Good (dry).

Point of accident: On straightaway.

Condition of truck: No defects.

Speed at impact: 20-24 miles per hour.

Age of driver: 25-29 years.

Driving experience: 8-10 years.

Where Accidents Occurred

This representative accident setting is composed of conditions under which "greatest frequency of occurrence" was reported. According to the analysis, 58.8 per cent of the truck accidents occurred on the straightaway, and 21.5 per cent on curves. Upgrades and downgrades were involved in a much larger proportion of the accidents than were level roads.

"It should be noted," says the report, "that a large proportion of the non-collision accidents occurred on curves and downgrades. Coupling this with the fact that these accidents also occur at night suggests that greater care in driving under night conditions could have prevented many of these accidents."

Among the three general types of accidents reported, 84.4 per cent were collisions (most of which were with another vehicle); 11.4 per cent non-collisions, including running off road or turning over on roadway, etc.; and 4.2 per cent miscellaneous, including accidents which took place while loading or unloading cargo, falls from vehicle, fire, explosions, injuries suffered when boarding or alighting and similar mishaps.

Intersections were the scene of 56.4 per cent of the total truck accidents covered by the report, while 19.4 per cent took place between intersections. The percentage occurring on bridges was



10.3. Railroad crossings accounted for 7.5 per cent of the accidents and underpasses another 1.3 per cent.

Special mention is made in the report of the fact that although 7.5 per cent of the interstate truck accidents took place at railroad crossings, only 1.8 per cent of the motor-bus accidents, covered elsewhere in the report, occurred in this location.

"The difference in the two..." states the report, "may be due to the inherent nature of the bus and truck operations. It is a known fact that trucks frequently operate at railroad terminals and require the crossing of railroad tracks. On the other hand, it may be that care in driving or the regulation requiring motor busses to stop



WHERE ACCIDENTS ORIGINATE

Although mechanical factors are involved in only a small proportion of serious truck accidents, as reported by the Interstate Commerce Commission, the most common defects occur within the area illustrated—bad brakes, punctures and blowouts, and faulty steering gears.

before crossing railroads has an effect in reducing this type of accident."

Sixty-one per cent of the truck accidents occurred in territory designated as "open country"; 19.6 per cent in business districts and 16.2 per cent in residential areas. Of the total fatal accidents reported, 71.8 per cent occurred in open country, 12.5 per cent in business areas and 13.8 per cent in residential districts.

With respect to the movement of vehicles concerned, the report points out that a large number of the collision accidents (9.6 per cent) took place when the truck was being overtaken by another vehicle. "It may be argued," says the report, "that this is probably due to the low speed of heavily loaded trucks traveling on the upgrade. Reference to the point of accident table will show that an equal percentage of accidents did occur on the upgrade."

Equipment Better than Men

The relatively small number of truck accidents involving punctures, blowouts or mechanical defects speaks well for the manufacturers of motor trucks and equipment. Of the total number of trucks involved in the accidents covered by the report, 92.3 per cent had no apparent mechanical defects at the time of the mishap.

Of those which did have defects, bad brakes (1.3 per cent of all trucks involved in accidents), punctures or blowouts (1.2 per cent) and defective steering gears (.9 per cent) were the most common by a wide margin.

Of approximately 2,500 interstate truck accidents reported during 1938, the largest number in any one hour of the day occurred between 11 p. m. and midnight (6.5 per cent) and the smallest number between noon and 1 p. m. (2.8 per cent). "Unlike bus accidents," notes the report, "the greatest proportion of truck collisions (38.1 per cent) occurred between 11 p. m. and 7 a. m., which is apparently largely dissociated with traffic as a whole." Between midnight and 8 a. m., 55.9 per cent of the non-collision accidents occurred. (Privately-owned trucks, such as those of packers, are not operated as much at night as are those of common and contract carriers in interstate commerce.)

Friday an Accident Day

Even the calendar was scrutinized by the Bureau of Motor Carriers in compiling this report. Friday, according to the analysis, is the most common day for truck accidents, accounting for 17.6 per cent of the 1938 reported total, while Sunday, with 9.2 per cent, is the least common.

November, December and January accounted for 31.3 per cent of the truck collisions, but the report indicates that the winter weather does not seem to in-

AGAIN IN 1939!
For FIVE Straight Years
MORE Heavy-Duty* Internationals
were bought than
ANY OTHER TWO MAKES COMBINED

INTERNATIONAL HARVESTER COMPANY

(INCORPORATED)

180 North Michigan Avenue

Chicago, Illinois

Sold by International Dealers and Company-Owned Branches



* Heavy Duty means all trucks rated at 2-ton and over.

U. S. registration figures from R. L. Polk & Co.

International Truck sizes range from Light Delivery units up to powerful Six-Wheelers. Diesel-powered models in 12,000-to 42,000-lb. carrying capacities.

Here is a typical International Heavy-Duty Truck in the service of Armour and Company. Find out from the nearby International Dealer or Branch how Internationals— $\frac{1}{2}$ -ton to powerful 6-wheelers—can cut your costs.

INTERNATIONAL TRUCKS

volve the non-collision accident group. "Apparently," states the analysis, "more care is exercised by the truck driver during the winter months than when the highway is not in a hazardous condition."

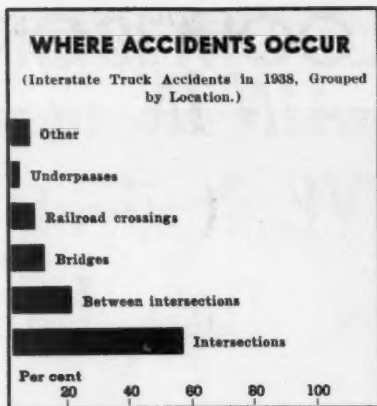
Several interesting facts regarding drivers involved in truck accidents are brought out by the report. Although the average age for truck drivers was shown by a survey in 1937 to be approximately 33 years, the analysis points out that the greatest percentage of drivers figuring in accidents in 1938 was considerably below the average age. Forty drivers were under 21 and one was over 65. There was a difference of 1.9 years in the average age of drivers involved in accidents and the average of all truck drivers.

Experience No Safeguard

One of the most striking facts brought out by the report relates to length of driving experience of men involved in accidents. The greatest frequency of truck collision accidents, for example, involved drivers of 8 to 10 years driving experience; approximately one-fourth of all collisions being accounted for by men in this group. Other personnel data revealed in the report:

The greatest number of accidents involved drivers who had been on duty between 5 and 6 hours at the time of the mishap. Drivers who had been on duty more than 10 hours figured in a disproportionately high number of accidents. However, the report does not define the extent to which fatigue contributes to truck accidents, as available data were considered too limited. There were 65 truck drivers in accidents who reported falling asleep while driving. Information on the increased safety factor gained by using relief drivers was said to be insufficient for definite conclusions.

With respect to weather and road conditions accompanying truck accidents, the report reveals that rough roads figured in only 4.5 per cent of



More than half of all truck accidents reported to the I. C. C. took place at intersections. Notice relatively high proportion which took place on bridges and at railroad crossings.

total accidents. Approximately 59 per cent of the accidents occurred on dry roads, 19.3 per cent on wet surfaces and 13.1 per cent on icy roads.

Clear weather accompanied 69.4 per cent of the truck accidents reported, while cloudy weather prevailed in 9.2 per cent and rain accompanied 10.2 per cent of the accidents. Fog figured in 5.5 per cent and snow in 4.2 per cent. According to the analysis, "accidents in which the motor truck runs off or turns over on the highway are not occasioned to a large degree by weather conditions. The fact that a larger proportion of these accidents occur when the weather is clear indicates that the driver lost control through other causes than weather."

Other points covered by the bureau's 134-page report, which includes both bus and truck accident figures, are status of driver, length of present employment, distance hazard noticed, and traffic control, if any, in operation at scene of accidents.



DRIVER IS KEY TO SAFE TRUCK OPERATION

The packer's best safeguards against truck accidents are careful, intelligent drivers and modern equipment. With this combination, he can successfully cope with the varying road, traffic and weather conditions encountered in distributing product via motor-truck.

STREAM POLLUTION BILL

A stream pollution bill similar to the measure already passed by the U. S. Senate (S 685) has been approved by the House and now goes to conference. The bill would establish a division of water pollution control in the U. S. Public Health Service, directed to prepare, with other federal and state agencies, plans to eliminate discharge of sewage, industrial waste and other substances into navigable waters.

The House bill differs from the one passed by the Senate in eliminating a provision for federal grants-in-aid to public agencies and industries for construction of sewage disposal plants. A provision for loans for this purpose is retained, but such loans would be made by the Reconstruction Finance Corporation instead of the Treasury.

The House proposal is more severe than the Senate measure in that it prohibits additional pollution from sewage or industrial waste unless approved by the Public Health Service. Such new pollution is classed as a nuisance and, under the bill, could be stopped by equity suit.

CUDAHY STOCK REVALUATION

At a special meeting of stockholders of the Cudahy Packing Co. on March 6, the company was authorized to make proposed changes in the par value of the common stock, reduce the authorized capital stock, revalue the fixed assets of the organization and eliminate certain intangibles from its books. Adjustments are to be made as of October 28, 1939.

Common stock of the Cudahy company was reduced from \$50 to \$30 per share and authorized capital stock cut from \$45,000,000 to \$30,420,200. The reduction in par value of capital stock will create a capital surplus of \$9,349,780; capital and earned surplus at the close of the 1939 fiscal year, amounting to \$4,921,159, will be more than exhausted by the adjustments to be made, the company reports.

Revaluation of fixed assets and elimination of intangible assets will in no way alter the number, amount or type of assets owned by the company or change the character of its business.

U. K. REFUSES LICENSES

Advices from London are to the effect that the British government will not alter its position and grant licenses for importing American pork products which were in cure, or prepared or sold to the United Kingdom, at the time the prohibition against imports became effective. The British stand is believed to be due to the desire of the British Treasury to conserve foreign exchange. Dollar exchange is being preserved for purchase of war materials unobtainable from other sources.

WHEN THE "BLOOM" IS ON THE BACON

—IT SELLS FASTER

The manager of every bacon packaging department will find it profitable to pay occasional visits to, say, half a dozen retail meat shops and delicatessens handling his brand of packaged bacon, and see for himself just how it is displayed, how it stands up in color and appearance with competitive brands, how it "takes with the public."

Sliced bacon is delicate, loses color easily and while you have no control over the handling of your bacon by retailers, you have the consoling thought that they handle all brands alike, under same temperatures and in the same display cases. Your brand suffers no more than others.

So, to insure maximum preference for your brand, you must produce the finest appearing packages possible. There are three things to watch if you are interested in maintaining a rich, red "bloom" on your sliced bacon: temperature, exposure to air and unnecessary handling.

TEMPERATURE—When bacon has to be "sharp" frozen during cutting and then is subjected to thawing temperatures, slices often crack dur-



U. S. Installation in the Fried & Reineman plant at Pittsburgh.

ing wrapping, fat separates from lean and color fades.

The U. S. Heavy Duty Bacon Slicer handles bacon at temperatures up to 35 degrees F. and the working temperature of your room can be as high as 60 degrees F., which means healthier and more comfortable working conditions for all employees.

AIR EXPOSURE—The speed of the U. S. insures bacon reaching wrappers in quickest time, with least possible exposure to air between slicing machine and packages.

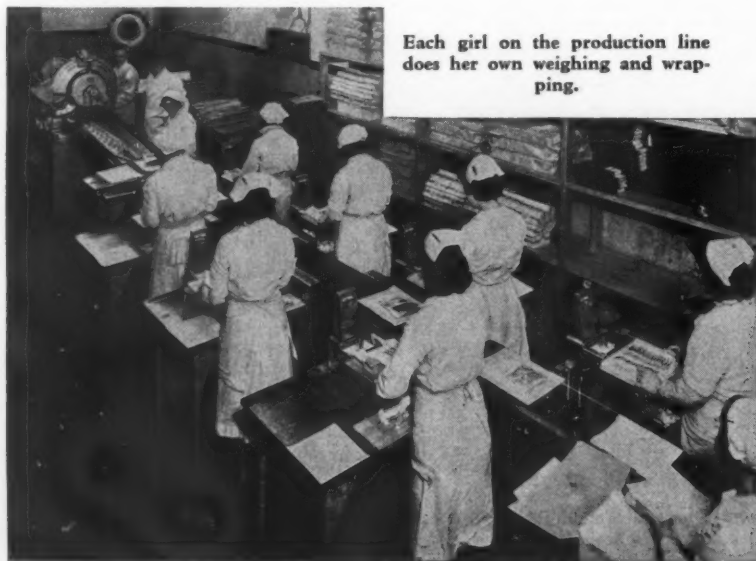
HANDLING—The U. S. produces uniform slices with clean edges. Groupers, scalers and packers have no occasion to touch the sliced bacon with their hands. In a large percentage of cases, scalers find it unnecessary to add extra slices.

The U. S. is a very efficient unit, which takes bacon slabs up to 27" long, 13½" wide and 4" thick. It will keep a production line of 14 to 16 workers busy, delivering as much as 8,000 pounds in an 8-hour day (1 pound and ½ pound packets) or it is a profitable installation when slowed down to accommodate 3 or 4 workers in plants with sliced bacon outputs as low as 6,000 pounds a week.

ALL BONELESS MEATS

If your capacity is less than 4,000 pounds a week of sliced bacon, dried beef, chip steaks and boneless sliced ham, consider the Model 150-B, with Continuous Feed and Moving Conveyor, that takes meats up to 24" long, 9½" wide and 5¾" high. Shingles or stacks slices any thickness from ¼" to ½".

Catalog will be sent, showing records of performance of U. S. Heavy Duty Slicers in various size plants. Address U. S. Slicing Machine Co., La Porte, Ind.



Each girl on the production line does her own weighing and wrapping.

(Advertisement)

PLANT OPERATIONS

Ideas for Operating Men

CALCULATING PIPE COLUMNS

By W. F. SCHAPHORST, M.E.

Ordinary pipe often comes in handy in meat plants for use as columns or struts or as push members in transmitting forces. Due to its circular form, a pipe is ideal.

However, when figuring columns, considerable time digging around in handbooks is sometimes required, and as a result use of a pipe is avoided. Or, a pipe much too large or too small is used, chosen entirely by guess. The pipe that is too small may fail and be the cause of disaster. Those who may have occasion to use standard pipes in this way will find the following simple table and rules of value:

1.—Knowing load to be carried and length of pipe needed, make a guess as to size of pipe. Column A in the accompanying tables will help in making this guess, as it gives maximum length of pipe that may be used. Thus, never use a ½-in. pipe, as an important column, longer than 14.5 in. Never use a 3-in. pipe, as an important column, longer than 139 in., etc.

2.—Multiply length of pipe in inches by corresponding figure in Column B of table. This product should never be greater than 12,000. If it is greater it means you have guessed a pipe too small. After getting right size, proceed as follows:

3.—Subtract product from 19,000. If difference is equal to or less than 13,000 use it, in (4). If difference is more than 13,000 use 13,000 in (4).

4.—Multiply by the figure in Column C, corresponding with pipe size.

The result is the number of pounds pipe will carry as a column, strut, or push member. If result is less than load to be carried, try again, using next larger pipe size, and so on until proper and most economical size is selected.

PIPE COLUMN DATA.

Size of Pipe	Col. A	Col. B	Col. C
In.	In.		
½	14.5	826.4	0.07
¾	19.4	617.3	0.12
1	25.	490.8	0.17
1½	31.3	383.1	0.25
2	40.	300.3	0.33
2½	50.6	237.5	0.50
3	64.7	185.3	0.67
3½	75.	160.5	0.80
4	94.7	126.9	1.07
4½	114.	105.3	1.71
5	139.	86.21	2.24
6	161.	74.63	2.68
7	181.	66.23	3.18
8	202.	59.52	3.68
9	226.	53.19	4.32

For example, it is desired to support a load of 10,000 lbs. at a height of 84 in. What size pipe should be used?

1.—"Guessing" the size of pipe,

column A, shows that 84 in. falls between 1½- and 2-in. pipe. We will therefore try a 2-in. pipe.

2.— $84 \times 126.9 = 10,650$. This is less than 12,000 and so we will continue.

3.— $19,000 - 10,650 = 8,350$. This is less than 13,000 and we may, therefore, use it in (4). If difference were 18,350 we would have to use 13,000 in (4).

4.— $8350 \times 1.07 = 8,950$ lbs.

Since 8,950 lbs. is less than 10,000 lbs., a 2-in. pipe is too small. We will, therefore, recalculate, this time trying a 2½-in. pipe.

2.— $84 \times 105.3 = 8,850$.

3.— $19,000 - 8,850 = 10,150$.

4.— $10,150 \times 1.71 = 17,370$ lb.

This shows that a 2½-in. pipe will be amply safe to hold up 10,000 lbs. It also shows that a 2½-in. pipe is capable of holding almost twice as much as a 2-in. pipe at a height of 84 in. The small difference in pipe sizes and the great difference in strength indicates the necessity of careful computation and the danger involved in guesswork.

CLEANING BRICK WALLS

A number of packers have recently asked THE NATIONAL PROVISIONER to suggest satisfactory methods for cleaning smoke-stained building walls.

A satisfactory brick cleaning job can usually be done with a liquid composed of equal parts of muriatic acid and water. The liquid is washed over the bricks with an old broom and is rinsed

off immediately with clear water. The acid-water mixture must be carefully applied so that it does not splatter on the hands, face, clothing or adjacent painted areas. Prompt removal of the acid by rinsing is desirable because it reacts with, and may be harmful to, the mortar in which the bricks are set.

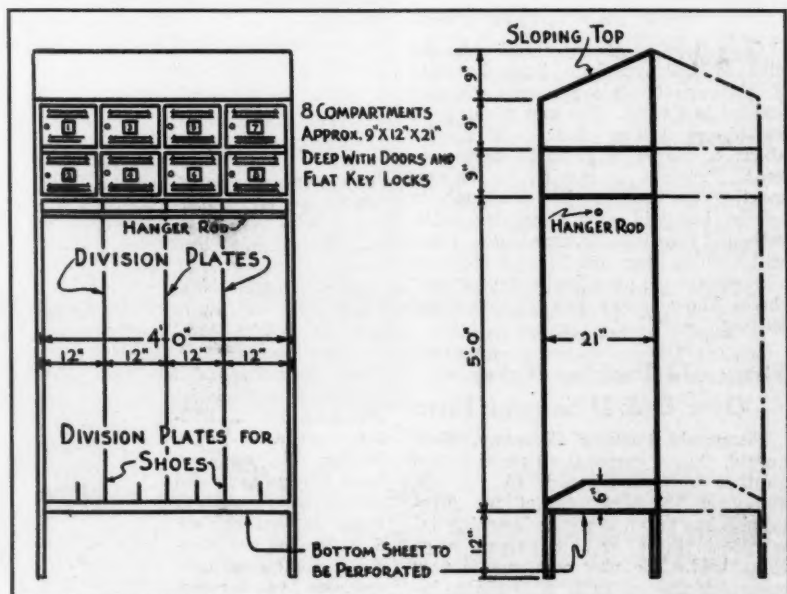
If the acid-water solution fails to remove smoke smudge the following may be tried:

Dissolve laundry soap chips in enough water to make about a gallon of soft soap. Stir a pint of household ammonia into the soap with 2 lbs. of powdered pumice stone. Give the smoky wall a preliminary brushing with a wire brush to get off as much loose dust and soot as possible, and then spread the soap mixture evenly over the stained area with a fiber wall brush.

The soap should remain on the wall for 30 minutes or longer. The surface should then be scrubbed briskly with a stiff brush and the wall rinsed with water from a hose. This procedure is usually effective, not only for cleaning brick, but also for sills and cement steps.

NEW TYPE LOCKER

The accompanying sketch shows the new type of locker installed at the Girard Packing Co., Philadelphia, Pa., an inspected plant. It is designed for the use of four people. Among its advantages is the fact that it requires less floor space. Its smaller size also makes it imperative for the employees to use greater neatness in handling their garments. Rolling wet or damp clothes into a bundle and tossing them into the locker is discouraged. The employee soon learns that he must hang up his garments if he is to have the space he requires. A rod is provided for this purpose. The locker has space for one pair of shoes, and is constructed of enameled iron.



Up and down the MEAT TRAIL

Leon Goss, Cudahy Executive Retires After Long Service

Leon H. Goss, assistant treasurer of the Cudahy Packing Co. since 1909, retired on March 6 after almost 45 years of service with the company. Mr. Goss started in the mail department at the South Omaha plant in June, 1895, and has been a member of the Cudahy organization ever since. Like many others who later rose to executive positions with the company, Mr. Goss first gave evidence of his talents on the "old bill" desk at South Omaha, a



LEON H. GOSS

Cudahy "institution" known in these more precise and polite days as the invoice department. Following this experience, he served for eight years as cashier at South Omaha, after which he was named assistant treasurer of the company, a position he has held for the past 31 years.

Many of Mr. Goss's friends, upon seeing the announcement of his retirement, will be surprised to learn that his first name is Leon instead of Leo. He had been endeavoring for years to get people to use his correct name, but it was invariably shortened to Leo.

H. Graver & Co. Opens New and Larger Plant

Operations at the new and enlarged plant of H. Graver & Co., located at 3813 S. Morgan st., Chicago, were officially started last week. The new plant, with its bigger killing floor, will handle about 40 calves or 15 to 20 cattle per hour. Previous to moving to its new location, the company had dealt only in calves, but will now slaughter bulls, cows and yearlings. A new boning room will employ between 15 and 20 men, whereas the old plant had room for only three. The company now employs about 60 men.

Fitzgerald Packing Takes Over D & D Sausage Firm

Fitzgerald Packing Company, Fitzgerald, Ga., a corporation recently organized to assure a steady and dependable cash livestock market for Fitzgerald, has taken over the Downing interests in the D & D Sausage Co. of Fitzgerald. The new company is now operating the entire D & D plant, in-

cluding the stock market slaughtering and sausage divisions.

At a recent meeting of the stockholders the following officers were elected: Geo. W. Boney, president; E. Q. Downing, vice president; J. H. Dorminy, Jr., secretary and treasurer. E. Q. Downing will continue as manager and Lowell Downing as assistant manager.

Joseph Norton, Co-Founder of Theurer-Norton, Passes

Joseph Norton, co-founder of the Theurer-Norton Provision Co., Cleveland, passed away at his home in Lakewood on March 1, at the age of 80 years. Mr. Norton had been in ill-health for several years and died after a serious illness of five weeks. He was born in England and came to Cleveland in 1869, where he and his wife's brother, John Theurer, founded the provision company about 50 years ago. He was vice president of the company for a number of years and a director at the time of his retirement, seven years ago. His son, Irvin J. Norton has also been associated with the company.

R. C. Pollock Honored by "Kansas Stockman"

R. C. Pollock, general manager, National Live Stock and Meat Board, was singularly honored last week by *The Kansas Stockman*. This periodical features a picture of Mr. Pollock on the front cover of the March 1 issue. Below the photograph, in addition to Mr. Pollock's name and title, appears the following legend, "To Whom This Issue of The Stockman Is Dedicated in Sincere Appreciation of the Excellent Work He Is Doing."

AT EASTERN SALES MEETING

This group of men attended the recent Eastern division sales meeting of the Griffith Laboratories at the Newark Athletic Club, Newark, N. J. First row, left to right, are F. W. Griffith, vice president and A. J. Ryan. Second row: W. C. Young; second vice president, M. C. Phillips; president E. L. Griffith, who came up from Florida to attend the conclave; and R. F. Stutz. In back row are S. E. Strahan and Maurice Rector, Griffith Laboratories, Ltd., Toronto.



Personalities and Events Of the Week

Henry Levi, president of David Levi & Co., Chicago beef packers, will attain the ripe old age of seventy-five on March 15. Mr. Levi, who has been actively connected with the meat packing industry for over fifty years, will observe this milestone in his life by holding a reception at his home in the Fairfax Hotel, 1369 Hyde Park Blvd., Chicago, and is inviting many of his packer friends to come to celebrate with him and talk over the "good old days."

F. W. Hunnisett, vice president and assistant managing director, Frank Hunnisett, Ltd., Toronto packers, spent several days in Chicago last week. The company recently started slaughtering and processing hogs, and one of the purposes of Mr. Hunnisett's visit to Chicago was to inspect hog slaughtering and pork processing equipment.

H. L. Skellinger, manager of the New York plant of Wilson & Co., returned to his activities last week following a vacation in Florida.

Francis Van Arman Brown, father of Helen Hayes, famous actress, died at Pearson, Md. on March 2 after an illness of several months. He was formerly manager of road salesmen for the N. Auth Provision Co., Washington, D.C.

Plans have been perfected for erection of a packing plant in Greenwood, Miss. The plant will be built and operated by J. Y. Downing & Son of Jackson, Miss.

Harry P. Schaller, 49, partner in the wholesale and retail meat firm of Lewis & Schaller, Utica, N. Y., died on Febru-

ary 27 after a short illness. Before becoming a member of the firm bearing his name, Mr. Schaller had been employed by Armour and Company.

G. S. Hull, superintendent's office, Armour and Company, Chicago, was in the East last week and visited at the plant of the New York Butchers Dressed Meat Co., New York City.

Herbert E. Pfeifer, vice president, Henry Pfeifer, Inc., Newark, N. J., Mrs. Pfeifer and their three daughters are spending several weeks on a ranch at Tucson, Arizona.

Sam D. Hollett has been appointed manager of Swift & Company's newly established soybean mill at Fostoria, Ohio. Mr. Hollett will have a force of about 25 men working with him there. He goes to Fostoria from Swift's soybean mill at Champaign, Ill., where he has been sales manager. Mr. Hollett has been with Swift & Company for 25 years, his first job being in the Chicago plant as a materials checker.

D. D. Pollock, midwestern representative of the Transparent Package Co., Chicago, and Mrs. Pollock are joining friends in Acapulco, Guerrero, Mexico, for a deep-sea fishing expedition.

R. G. "Jerry" Akin, well-known representative of the Sylphcase Industrial Corp., New York, has not been very well the past few weeks, having been confined at the Murray Hill Hospital in New York with a "strep" throat. He is now on the road to recovery and will soon be calling on his many friends and business acquaintances, promulgating the characteristics of "Sylphcase" casings.

George A. Eastwood, president of Armour and Company, will be the principal speaker at the fifty-fifth annual convention of the National Association of Retail Meat Dealers, according to Edwin Janssen, chairman of the convention committee. The annual session will be held the week of August 4th at the St. Paul Hotel, St. Paul, Minn.

Among the eleven men from the state of Wisconsin, selected for national honors by the National Association of Manufacturers for their discoveries of "new frontiers" which have led to the creation of jobs and to improvement of American standards of living, is William H. Taylor of the Vilter Manufacturing Co., Milwaukee. Mr. Taylor's award concerns his development of a method of producing artificial ice. He is the inventor of the Vilter PakIce machine.

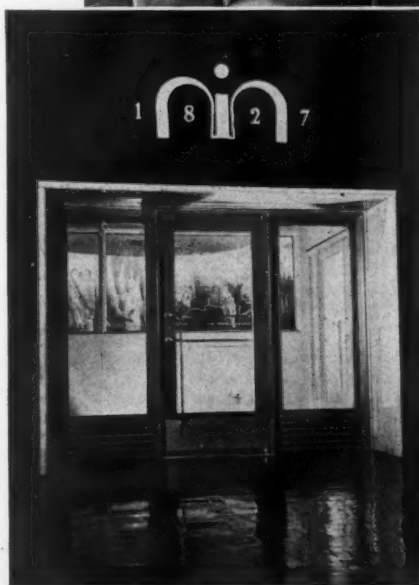
P. T. George & Co., Indianapolis, Ind., has opened an eastern sales office at 700 to 728 Brook ave., New York. This company manufactures the Jerzy Brand Polish style canned hams, as well as the Crest Brand prepared meats in tin and glass.

Victor Conquest, research chemist for Armour and Company, Chicago, was recently elected treasurer of the Chicago Association of Food Technologists.

A recent announcement states two directors of Chain Belt Company have been elected to new positions and will

New Morrell Visitors Building

Views of the John Morrell & Co.'s visitors center recently opened (see THE NATIONAL PROVISIONER of March 2) at the Sioux Falls, S. D. plant, to accommodate the more than 10,000 annual visitors. Unique in the industry, the new building is of brick, painted black, and utilizes modernistic design and photography to give visitors a pleasant, lasting impression of the meat industry's modern machinery and processes, and the cleanliness with which meat products are handled.



Visitors are greeted by a receptionist on entering the building (upper right) and are shown into a circular room (center), the walls of which are covered by a series of 4 by 8 ft. photographs. The room seats 44 visitors, who are shown moving pictures, with appropriate explanation by their guide, of what they will see in the plant. Through the door of the building (lower left) may be seen a large glass window separating the reception vestibule and the waiting room on which is painted a map of the United States showing Morrell plants and branch houses. Two employees are to be assigned to the visitors building, one as receptionist, the other as guide. The new building and the manner of handling guests is expected to raise the total number of visitors yearly.

add their new duties to those which they now hold. J. C. Merwin, present vice president, has been elected to the office of treasurer and L. B. McKnight, sales manager of the conveyor division has been made assistant to vice president.

Cafe society's youngest members—the glamour boys and girls—have a new interest in life—the art of the cuisine. A group of them competed in a frankfurt cooking contest held recently in one

(Continued on page 27.)

Coldjet Refrigeration for Trucks — Trailers Increasingly Popular

THE one ultimate and exacting measure of efficiency for truck refrigeration in the minds of most American meat packers is "What is the condition of the load on delivery?" Coldjet users have been able to answer "Exceptionally Good" in every case and that is reason enough for the repeat business which Coldjet's manufacturers now enjoy.

Users of Coldjet throughout the land have proved to their own complete satisfaction that this unit lives up to the claims made for it. Loads are delivered without loss of bloom, without shimming, without excessive trimming requirements—with all spoilage losses eliminated. The economies which this has effected, plus the benefits reflected in increased sales, have made these users regard Coldjet as a good investment.

Coldjet has proved itself low in operating costs as well as effective in performance. Using ice and salt as a refrigerant, a centrifugal pump circulates the brine through coils over which air is driven by a specially designed, high-efficiency fan.

Provides Positive Cooling

After the brine is circulated through the coil it is sprayed over the ice and salt mixture in the tank for recooling. A strainer guards against dirt, ice or salt clogging the system. The specially designed fan has sufficient capacity to move all the air in the truck interior through the coil every minute. This assures that the cooling effect of the unit will reach all portions of the load—maintaining it at the desired temperature.

Simple in Operation

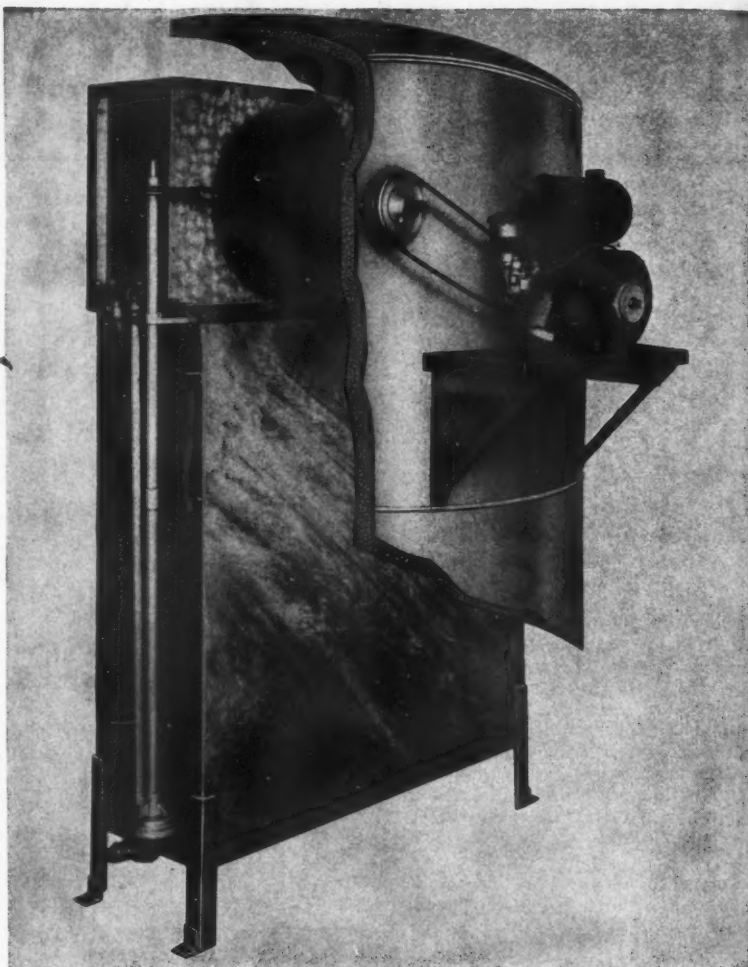
The operating principle of Coldjet has been kept just as simple as is consistent with the ability to do its job efficiently. Improvements developed through actual operating experience have been incorporated in the newest models. The unit is compact—using only 42" x 14" of floor space and standing 70" high. It is installed in the nose of the truck or trailer as shown in the accompanying diagram.

Suitable for all Trucks

On both peddler and transport truck applications Coldjet has been used successfully. It has the capacity to cool the heavy and bulky transport loads usually hauled in semi-trailers. It cools rapidly and efficiently enough to overcome the frequent door openings necessary with most peddler trucks.

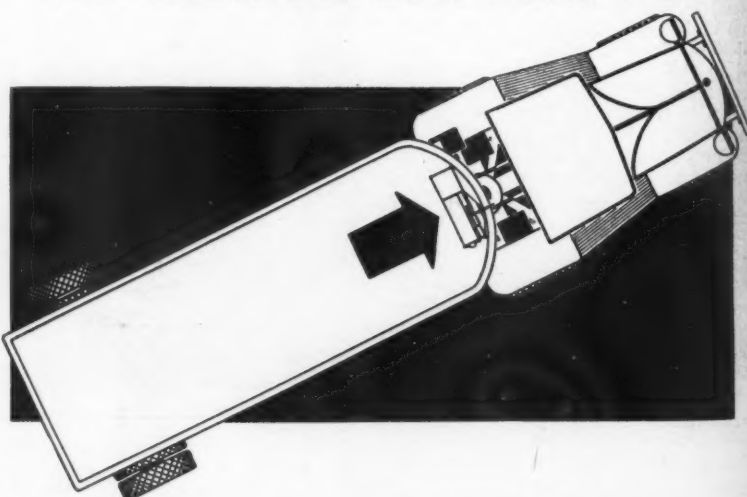
Full Information Offered

The manufacturers of Coldjet are glad to make available all the facilities of their engineering and technical staffs for helping solve your truck refrigerating problems. For complete information—write today to Industrial Manufacturing & Engineering Company, 3843 N. Ravenswood Ave., Chicago, Ill.



BODY BROKEN AWAY TO SHOW TRUCK REFRIGERATOR

Unit is placed in nose of truck or trailer with gasoline engine mounted on outside. The pump assembly is on the left side of the tank driven by a V-belt from the fan shaft. This view also shows how fan forces air through finned copper tubing coil.



SKETCH SHOWING RELATIVE SPACE USED BY COLDJET

Position of Coldjet increases cooling effectiveness—eliminates sidewall obstructions. (Advertisement)

REFRIGERATION *and Air Conditioning*

MEAT PLANT REFRIGERATION

**A Complete Course for
Executives and Workers
Prepared by—**

The National Provisioner

Questions and Answers

THE following list of questions and answers on refrigeration is published for two reasons:

1.—To enable packers, engineers, master mechanics, operating men and others, who are studying THE NATIONAL PROVISIONER course on meat plant refrigeration and air conditioning, to determine the progress they have made in learning refrigerating principles and the theory and practice of refrigeration plant operation, and;

2.—To aid these students to refresh their memories on important facts emphasized in recent lessons.

Everyone interested in refrigeration, whether or not they are studying the Provisioner course, will find much of in-

terest and practical value in the answers.

1.—How can it be determined when ammonia is not draining from the condenser to the receiver?

A.—Take temperature of water entering and leaving condenser. If ammonia is not draining, there will be no temperature split. If incoming gas pipes are hot the system is active; if cold the system is dead.

2.—How can a small leak in an ammonia condenser be located?

A.—If leak is not covered with water, test with a sulphur candle. If the leak is covered with water its location can be determined by the presence of a deposit of carbonaceous salt. Nessler's solution can be used to test for an ammonia leak in a multi-tube condenser.

3.—What should be done when gauge glass on an ammonia condenser breaks?

A.—Close gauge glass valves immediately.

4.—Can formation of scale on the surfaces of an atmospheric condenser be prevented? How?

A.—Yes; by chemical treatment of cooling water.

5.—If temperature of condenser cooling water is higher than the air temperature, will condenser pressure increase or decrease if water is turned off? Why?

A.—Condenser pressure will increase

because water has a higher heat transfer rate than air.

6.—If condensing water is recirculated over condenser coils without being cooled in a tower or spray pond, what will be the effect on the plant?

A.—The plant will fail to function, because no heat will be removed from the ammonia.

7.—How is a uniform distribution of water obtained over an atmospheric condenser; a double pipe condenser; a vertical shell and tube condenser?

A.—By regulation of water distribution valves.

8.—Should interior of liquid anhydrous line be inspected when overhauling a condenser? Why?

A.—Yes, to ascertain whether or not it is blocked with scale and congealed oil.

9.—How can ammonia valve packing be kept in prime condition without annual renewal? Is it more satisfactory to keep this packing in good condition or to renew it?

A.—By addition of oil and graphite at time of overhauling and by protecting the stem so that water cannot get into packing. It is more satisfactory to maintain packing than renew it. New packing must be watched to see that it does not leak. Also, it is more expensive to renew than to maintain.

10.—How can rusting of valve stems be prevented?

A.—By wrapping with tape coated with tallow and by covering with an inverted lard pail.

11.—How is a single stand of an atmospheric condenser pumped out?

A.—Liquid line is shut off, valve in gas line is closed, and pump-out valve is opened.

12.—How is a multi-tube condenser pumped out?

A.—Same procedure is followed as in pumping out a stand of an atmospheric condenser.

13.—Should an ammonia leak in an ammonia line be welded if it has stopped blowing?

A.—Not without making certain that no ammonia is trapped in the low point of the line.

14.—Should a leak in shell of a shell and tube condenser be welded?

A.—A shell and tube condenser should not be welded until all ammonia has been drained from it and the shell has been well ventilated to the atmosphere.

15.—How can one make sure that all ammonia is removed from a shell and tube condenser before starting welding?

A.—Open all vents to atmosphere



NEW DODGE TRACTOR MODEL

One and one-half ton cab-over-engine tractor, one of the new models in the 1940 Dodge truck line. This type of unit is very popular with packers for moving heavy loads in congested traffic and over long routes. Six different engines are used to power 1940 Dodge line of trucks.

and, if possible, run hot water into the condenser. The welder should be far enough from the vent so that he will not be injured in event of a blow.

16.—If liquid drain valve cannot be closed tightly, how can a stand of an atmospheric condenser be pumped out?

A.—In such a case it is necessary to pump out a section of the condenser.

17.—What might prevent a liquid drain valve from closing tightly?

A.—Scale, pieces of metal or welding beads on the seat.

18.—How can it be determined whether a stand of an atmospheric condenser is completely pumped out if there is no gauge on the line?

A.—The coil will frost during the pumping out process. When the frost melts it is reasonably certain that the coil is pumped out. If there is a tricoek installed, it can be opened to determine whether or not there is a vacuum in the coil.

19.—Should an equalizer line be installed between a condenser of any type and the liquid receiver?

A.—Yes.

20.—What is the purpose of an equalizer line?

A.—It permits gas in receiver to pass back to the condenser as the gas is forced from receiver by liquid flowing from the condenser.

21.—What is meant by "foreign" or "foul" gas in a condenser?

A.—Any gas other than ammonia. It may be air, hydrogen, nitrogen, etc.

22.—How can presence of foreign gas in a condenser be determined?

A.—When foreign gas is present in any considerable quantity, the pressure in the condenser is in excess of that corresponding to the temperature. In this event, shut down the system, run cold water over the condenser, and open the purge valve.

23.—What is effect of foreign gas in a system?

A.—More power is required to operate the ammonia compressor.

24.—How does foreign gas accumulate in the low side of an evaporative system?

A.—If the liquid seal in the receiver is broken, there is nothing to prevent foreign gases from being entrained with ammonia gas and carried over to the low side through liquid feed line.

25.—What is the objection to using waste water from an atmospheric condenser for washing edible meat products?

A.—Water from an atmospheric condenser is dirty and contains B coli. It is unsuitable for use on edible products.

26.—Can water from closed condensers be used for washing edible products?

A.—Yes, if condensers are cleaned at regular intervals.

27.—A double-acting compressor with

two compression cylinders is being operated. One cylinder operates on a suction pressure of 25 lbs.; the other on a suction pressure of 5 lbs. Can discharge gas from both cylinders be piped to a common condenser, or are two condensers required?

A.—One condenser can be used because discharge pressure from each cylinder is the same.

28.—What is the objection to excessive pipe surface in a condenser?

A.—It is difficult to spread a small amount of water uniformly over a large area, particularly in cold weather. If enough water is used to cover completely the cooling surfaces, the cost of pumping water is increased.

29.—What is the visual evidence that a suction valve on an ammonia compressor has broken?

A.—Frost on bonnet of the broken valve and on a portion of the suction line will melt. Suction gauge pointer will also fluctuate rather violently.

30.—What are the symptoms when the discharge valve on an ammonia compressor breaks?

A.—There is a sudden increase in discharge gas temperature and fluctuation of discharge gauge needle.

31.—Is discharge gas from each cylinder of a double acting compressor of the same temperature?

A.—Temperature should be the same.

32.—What is an injector?

A.—An expansion valve for the purpose of injecting liquid ammonia into the cylinder or stuffing box for cooling.

EDITOR'S NOTE.—Another list of questions and answers will appear in the next issue.

NEW! D & G SPRAY TYPE

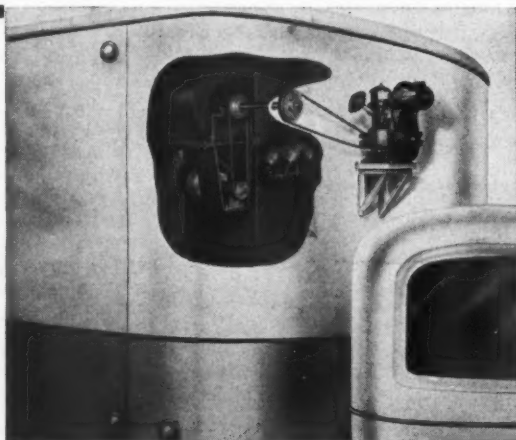
REFRIGERATING UNIT

NEW Excess Refrigeration capacity

NEW Clutch Release for easy starting

NEW Direct Cooling by Brine Spray

and backed by
D & G's fifteen years
of transport refrigeration experience.



PERFORMANCE. Tests* made with a standard type 24 foot empty trailer in August, 1939 (outside temperatures from 80° to 95°) using 500 lbs. of ice, 20% salt, showed interior temperature of 36° in less than one hour—minimum temperatures as low as 22° in three hours!

CONSTRUCTION HIGHLIGHTS: Oversize, self priming bronze fitted pump—ball bearings throughout—clutch for easy starting—AIR COOLING DIRECT FROM BRINE SPRAY AND ICE, NO FINS.

*Photostatic copy of recording thermometer chart upon request

WRITE FOR FACTS, TODAY!

DROMGOLD and GLENN

1420 McCormick Bldg.
Chicago, Illinois

1939 WOOL PRODUCTION

Wool production in the United States during 1939 totaled 441,897,000 lbs., according to a report by the U. S. Agricultural Marketing Service. Of this quantity, 377,397,000 lbs. was shorn wool and 64,500,000 lbs. was pulled wool. Total 1938 production was 436,472,000 lbs. Of the 5½ million pound increase in total wool produced, about 3,800,000 lbs. was in the native sheep states and 1,600,000 lbs. in western sheep states.

Number of sheep shorn in 1939 totaled 47,394,000 head, compared with 46,609,000 head in 1938. Average pounds of wool per sheep shorn was 7.96 lbs. in 1939, 7.98 lbs. in 1938. Average market price paid in 1939 was 22.3c per lb., 19.2c in 1938.

CHAIN STORE SALES

Kroger Grocery & Baking Co. reports sales of \$19,399,140 for the four weeks ended February 24, an increase of 8 per cent over sales for the corresponding period of 1939. Cumulative sales for the first two periods of 1940 amounted to \$37,604,106, a gain of 7 per cent over the like period last year.

In the News 40 Years Ago

(From The National Provisioner, Mar. 10, 1900.)

Swift & Company, the big Chicago packers, have been doing a very neat piece of advertising during the last few months. They have had made to their order an automobile wagon, such as is used for delivery purposes, painted in the well known Swift red with their



name and the mention of certain of their products painted on the sides.

This wagon is under the charge of Electrician A. D. Boyer, who was on the Brooklyn with Schley at Santiago. The automobile is operated by a single lever that regulates the power from a storage battery. This lever applies and releases the brake and directs the motion backward or forward. The mechanism is so arranged that the full power is not required on level streets, but when an upgrade is reached the extra power necessary can be applied so that the speed may not be diminished. It will run from 12 to 15 miles an hour and can turn in one-half of the space required by an ordinary team or wagon. The truck weighs 1,500 pounds, and its cost was \$3,200. The vehicle was manufactured by the Woods Motor Vehicle Co., Chicago, and is in every way as thoroughly an up-to-date automobile as can be found anywhere.

During the last few months it has been operated in most of the large cities of the country. Its success has been so great that Swift & Company have just procured another, though larger, wagon of the same kind.

In the News 25 Years Ago

(From The National Provisioner, Mar. 4, 1915.)

Increasingly rigid measures taken by European nations now at war to hamper each other's movements have served to make our export trade with Europe even more difficult. Heretofore, confiscation and seizure were the chief dangers; now vessels and cargo are liable to sudden destruction by submarine or hidden mine, regardless of their neutral character.

The German blockade of the British Isles has been in effect for a week, with the result that, so far as is known,

two Norwegian, one French and seven British steamers have been sunk or torpedoed by submarines, with the loss of several hundred lives. On the other side of the account it is reported that two German submarines are missing and a third has been hit and possibly sunk by a French destroyer. At least three neutral vessels have been sunk by mines in the North Sea and several others are overdue and feared lost.

Interference with American shipping by British authorities continues, despite the many protests which have been made. It is not expected that a reply to the informal communication from the American government will be received for several days.

Financial statement of Sulzberger & Sons Co. for the fiscal year ended December 26, 1914, shows that the firm broke all records for business last year. The report indicates that sales exceeded \$150,000,000, a new high record. Net profits, after deducting all interest and maintenance costs of the company, were \$1,511,000.

Total sales of the Jacob Dold Packing Co. for 1914 amounted to \$25,426,602. During this year the company handled 888,519 head of livestock costing \$18,048,688. Cost of merchandise, materials and other supplies was \$4,158,874. Salary and wage payments totaled \$1,228,699. Distribution of bonuses among managers, salesmen, foremen and other employes of the Buffalo and Wichita plants will total \$75,000 for the year.

Personalities and Events

(Continued from page 23.)

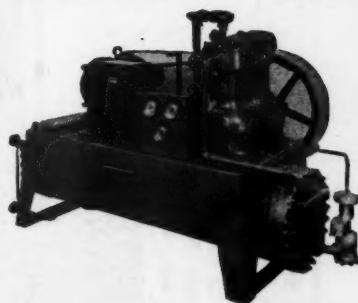
of New York City's famous night-spots. Winner was Donald Livingston, young socialite who prepared a dish called "Tender Frankfurts Pomme de Terre." The recipe called for "plugging" a baking potato with a tender, dinner-size frankfurt, and baking it in the oven for 45 minutes. Before serving the potato is split, liberally laced with butter and sprinkled with paprika. Frankfurts were chosen by the Society of Amateur Chefs, sponsors of the contest, as the "main ingredient" in the dishes to be created. All contestants used frankfurters with casings tendered with pineapple juice.

FLASHES ON SUPPLIERS

FRIGIDAIRE DIVISION, GENERAL MOTORS SALES CORPORATION.—A new activity for its sales and marketing departments is announced by the Frigidaire Division, General Motors Sales Corp., with the creation of a customer research staff. The new department will be concerned with studies in the development of the company's lines of refrigerators, ranges, electric air conditioning units and commercial refrigeration to conform more closely with specific desires of users and potential buyers of equipment manufactured by Frigidaire.

NOW—AMMONIA COMPRESSORS GO MODERN!

Lowest operating cost per ton of refrigeration in BAKER'S history



FOR YEARS modernization has been confined to low-pressure refrigeration equipment. Ammonia machines have been taken for granted — largely neglected as far as substantial improvements in design or operating efficiency were concerned.

Now BAKER takes a historic step with the introduction of this new streamlined Ammonia Compressor and Self-Contain-

ed Automatic Refrigerating Unit! More compact and lighter in weight than ever before, this unit includes all the features that have made BAKER equipment famous for high quality the world over, plus several new ones.

Get complete information regarding the unusual economy and efficiency of this new refrigerating unit by writing direct to the factory.

BAKER ICE MACHINE COMPANY, INC.

1514 Evans St., Omaha, Nebraska
SALES AND SERVICE IN ALL PRINCIPAL CITIES

AUTHORITY ON MECHANICAL COOLING FOR 35 YEARS

KVP

papers for packers



THE WORLD'S MODEL PAPER MILL

KALAMAZOO VEGETABLE PARCHMENT CO.
PARCHMENT • KALAMAZOO • MICHIGAN

SMOKED AND COOKED
MEAT WRAPPERS

SLICED BACON WRAPPERS
AND HOTEL PACKS

WRAPPERS FOR FRESH
PORK LOINS AND BUTTS

LARD CARTON LINERS

WRAPPERS FOR GREEN HAMS
AND BELLIES FOR THE FREEZER

INNER COOKED
MEAT WRAPPERS

SPICED HAM CAN LINERS

TAMALE WRAPPERS

BARREL LINERS

HAM JACKETS

BOX LINERS

Lard Futures Advance and Hold Gains; Pork Steady

Lard prices rise 12½ to 17½ points—Sales for export and soap-making help market—Most pork products unchanged to firm—Fat backs higher.

PRICES in the fresh pork and carlot markets at Chicago were unchanged and on the firm side this week, although trade was rather quiet; lard futures made good gains early in the week and held them in later trading with investment accumulation offsetting packer hedging sales.

LARD

Lard advanced Monday on the rise in hogs and grains; smaller packer hedging sales made up the bulk of the offerings. Cash house selling was somewhat restricted. Prices averaged about steady on Tuesday with the reaction in hogs offset by firmness in grains and the report that 6,000,000 lbs. of lard had been sold for export. Most of the selling was by packing interests. Volume was rather light at midweek and prices held firm; commission house demand and packers furnished the support.

There were reports of further sales of loose lard to soapers at midweek and lard futures were firm early Thursday as securities and grains advanced. There was some easiness on later hedging sales and the market closed 12½ to 17½ points higher than on the preceding Friday.

Cash business was reported to have been a little improved this week; the increase in lard stocks was greater than expected, however. Cash lard was quoted Thursday at 6.20 nominal; loose, 5.35 bid; raw leaf, 5.25 nominal, and neutral in terces, 7.25 nominal. Refined lard was quoted at 7½c.

There has been considerable variance in reports of export sales during the past eight days. Sales of 7,500 tons of lard to Finland and 2,500 tons to France were reported late last week and this week's news credited Finland with purchasing another 6,000,000 lbs. Some in the trade estimate that export sales since March 1 have totaled 22 to 25 million lbs.; this is thought to be excessive by others.

In any case it is apparent that Finland is not using the lard it buys for home consumption. It is believed that much of this lard will eventually be purchased by the United Kingdom, with that country supplying Finland with other products needed for carrying on the war.

New York reported good export and domestic demand. Prime western was quoted at 6.65@6.75c; middle western, 6.55@6.65c; New York City in tierces, 6½@6¾c, tubs, 6½@6¾c; refined continent, 6½@6¾c; South America, 6½@

6½c; Brazil kegs, 6½@6¾c, and shortening in carlots, 9½c, smaller lots, 9¾c.

HOGS

After opening the week with a 15c advance on small receipts, the Chicago hog market eased back 15c on Tuesday to the preceding Friday's top of \$5.60 and then dropped to \$5.50 on Thursday. Early gains were fairly well distributed over the list, but later losses were greatest on the light weights, with 180- to 200-lb. butchers off 10@15c from last Friday. Average weight was around 250 lbs. Receipts at Chicago during the first four days of the week totaled 85,000 head compared with 89,376 a week earlier.

CARLOT TRADING

Prices of product showed little change in the Chicago carlot market this week, being mostly steady to firm in spite of limited trade and demand, but some items eased on Thursday. Offerings of light green regular hams exceeded demand; there was no selling pressure on the medium weights, however, and the list was unchanged. S. P. regulars have been quiet and nominal except for part car business. Interest in green skinned hams was also on a smaller scale; a number of sales were made at list prices. Light and medium green picnics were quiet and quoted ¼c higher to ½c lower than last Friday. There was some activity in heavy green picnics, particularly boning picnics; round lot of 8 lb. and up sold at midweek at 8c, delivered West.

Frozen green bellies were offered at unchanged prices this week and inquiries were slow; the 6/8 were marked down ¼c to 9¾c and 14/16 lost ¼c. Dry cured bellies were down ¼c; part car 10/12 and 12/14 moved Thursday at 8½c and 8¾c. Producers were not inclined to offer D. S. clear bellies at current levels and the list was unchanged;

(Continued on page 41.)

FSCC SEEKS LARD AND BACKS

Offers for the sale of lard and D. S. fat backs have been asked of packers by the Federal Surplus Commodities Corp., deliveries to be made during the period beginning March 25 and ending April 20. Specifications for the sale of lard are the same as those in FSC 1429; specifications for the sale of fat backs are the same as those in FSC 1442.

Packers' offers of lard must be received by the FSCC not later than 4 p. m., Eastern standard time, March 11. Offers of fat backs must be received not later than 4 p. m., Eastern standard time, March 12.

January Pork-Lard Exports Are Large

VOLUME of meat exports continued to rise during January, while imports of pork continued the decline which began with the outbreak of war in Europe. Volume of canned beef imports picked up sharply after a decided drop in December; January canned beef receipts were almost double those in January, 1939.

Pork imports totaled only 677,628 lbs. in January compared with 4,080,324 lbs. in January, 1939 and 801,239 lbs. in December, 1939.

January pork exports totaling 28,587,458 lbs. were more than triple the volume exported in January, 1939, and exceeded exports in December by 11 million lbs. Most of the jump in pork exports was due to the increase in shipments of fresh pork to Canada, but exports of sides, hams and shoulders, bacon and other items were also greater than in December and far above the volume in January, 1939.

About 9 million lbs. more lard was exported in January than in December, but January shipments of 27,988,373 lbs. compared with 28,520,477 lbs. in January, 1939.

January imports and exports, with comparisons, as reported by the U. S. Agricultural Marketing Service, follow:

JANUARY IMPORTS.		
	Jan., 1940. lbs.	Jan., 1939. lbs.
Beef—		
Beef, fresh	135,285	183,478
Veal, fresh	7,995	1,689
Beef and veal, pickled or cured	160,223	129,218
Beef, canned	8,452,061	4,864,782
Total beef and veal...	8,755,564	4,679,167
Pork—		
Pork, fresh	173,464	142,506
Hams, shoulders, bacon...	422,005	3,736,673
Pork, pickled, salted and other	82,193	201,085
Total pork	677,662	4,080,324
JANUARY EXPORTS.		
Beef—		
Beef and veal, fresh....	754,697	497,802
Beef, cured	400,819	425,345
Beef, canned	169,001	182,216
Total beef and veal...	1,324,517	1,105,453
Pork—		
Fresh and frozen	11,934,391	1,878,007
Cumberland and Wilt- shires	3,751,255	330,599
Hams and shoulders....	6,238,759	3,744,164
Bacon	2,385,236	878,333
Pickled	2,082,511	818,965
Canned	2,125,306	795,303
Total pork	28,587,458	8,445,371
Lard—		
Lard	27,988,373	28,520,477
Sausage—		
Sausage	258,892	256,495
Sausage ingredients....	147,712	87,338

LARD AND GREASE EXPORTS

Exports from New York City, week of March 2, 1940, totaled 2,333,170 lbs. of lard, and 495,200 lbs. of greases.

Hog Cut-Out Results

THE improvement in hog cutting results shown recently suffered a slight setback this week on somewhat higher live hog costs without a corresponding rise in prices of green product. Medium weight butchers showed a decline of 2c in green product values with an increase of 15c per cwt. in cost of live hogs. Butchers weighing 180 to 220 lbs. and heavy butchers weighing 270 to 300 lbs. cost 16c and 14c more per cwt. than last week.

Prices in the Chicago carlot and fresh pork markets during the first four days of the week were slightly lower, although holding fairly steady in somewhat quiet trade.

Thursday's hog market was 10c lower than at midweek, with the average for the session at \$5.10. Top price was \$5.50, with bulk of sales ranging from \$4.65 to \$5.45.

Receipts at Chicago during the first four days of the week totaled 85,000 head compared with 89,376 head a week ago and 52,861 a year ago. The four-day total at 11 points was 286,000 and was 34,000 lower than a week ago; this supply compared with 197,000 head a year ago and 165,000 two years ago.

Test on this page is worked out on the basis of good hogs of the weights indicated, with live hog costs and product values representative of Chicago operations. Packers should use their own costs and credits in their tests.

JANUARY MEAT CONSUMPTION

Federally inspected meats available for consumption in January, 1940.

	Total consumption, lbs.	Per capita, lbs.
BEEF AND VEAL		
January, 1940	481,440,000	3.56
January, 1939	434,239,000	3.32
PORK (INC. LARD)		
January, 1940	725,238,000	5.51
January, 1939	561,329,000	4.29
LAMB AND MUTTON		
January, 1940	67,523,000	.51
January, 1939	61,709,000	.47
TOTAL		
January, 1940	1,274,200,000	9.68
January, 1939	1,057,278,000	8.08
LARD		
January, 1940	114,334,000	.87
January, 1939	79,356,000	.61

obtainable from the National Revenue Department; the immediate problem of the government is to devise a plan for equitable distribution of the permits among the importers.

Firms which have imported pork in past years will probably receive preferred consideration over importing companies just a few months old. The procedure to be followed, it is understood, will be for importers to obtain a permit from the nearest Customs office. The permit will be forwarded to the National Revenue Department quota control officers and, when approved, will be returned to the importer.

GOVERNMENT GRADED MEAT

Meat graded by the U. S. Department of Agriculture, Agricultural Marketing Service during January:

	Jan., 1940, lbs.	Dec., 1939, lbs.	Jan., 1939, lbs.
Fresh and frozen—			
Beef	45,108,094	41,841,210	45,138,322
Veal	411,558	382,237	458,548
Calf	28,163	21,898	
Lamb	2,019,554	1,869,103	2,448,895
Mutton and yearling	280,169	228,209	436,729
Pork	549,700	531,101	
Cured—			
Beef	176,197	142,280	168,124
Pork	2,106,220	2,467,586	2,472,883
Sausage	3,025,681	3,235,355	3,398,210
Other meats and lard	243,744	235,707	237,132
Total	53,929,080	50,974,686	54,756,570

CANADIAN IMPORT PERMITS

MONTREAL.—Dominion government officials are now developing a plan to apportion the monthly quota of fresh and frozen pork to be imported from the United States under the recently announced restrictions. The monthly quota has been established at 1,626,769 lbs., based on average monthly importations from January to September, 1939, and all inshipment has been halted temporarily.

It is understood that imports will be admitted only when covered by permits

HOW SHORT FORM HOG CUTTING TEST RESULTS ARE FIGURED

(Hog prices and product values based on THE NATIONAL PROVISIONER DAILY MARKET SERVICE, cutting percentages taken from actual tests in Chicago plants.)

	Per Cent live wt.	Price per lb.	Value per cwt. alive	Per Cent live wt.	Price per lb.	Value per cwt. alive	Per Cent live wt.	Price per lb.	Value per cwt. alive
	180-220 lbs.			220-240 lbs.			270-300 lbs.		
Regular hams	14.00	11.3	\$ 1.58	13.70	11.3	\$ 1.55	13.50	11.3	\$ 1.53
Picnics	5.60	8.0	.45	5.40	8.0	.43	5.10	8.0	.41
Boston butts	4.00	9.5	.38	4.00	9.3	.37	4.00	8.6	.34
Loins (blade in)	9.80	12.0	1.18	9.60	11.6	1.11	9.10	10.9	.99
Bellies, S. P.	11.00	8.6	.95	9.70	8.0	.78	3.10	6.4	.20
Bellies, D. S.				2.00	4.2	.08	9.90	4.1	.41
Fat backs	1.00	3.3	.03	3.00	3.5	.11	4.50	3.9	.18
Plates and jowls	2.50	3.0	.08	3.00	3.0	.09	3.30	3.0	.10
Raw leaf	2.10	4.9	.10	2.20	4.9	.11	2.10	4.9	.10
P. S. lard, rend, wt.	12.40	5.4	.67	11.00	5.4	.59	10.20	5.4	.55
Spareribs	1.60	5.9	.09	1.60	5.8	.09	1.50	5.7	.09
Trimnings	3.00	4.6	.14	2.80	4.6	.13	2.70	4.6	.13
Feet, tails, neckbones	2.00		.04	2.00		.04	2.00		.04
Offal and miscellaneous .....			.23			.23			.23
TOTAL YIELD AND VALUE ..	69.00		\$ 5.92	70.00		\$ 5.71	71.00		\$ 5.30
Cost of hogs per cwt.		\$ 5.48			\$ 5.46			\$ 5.03	
Handling and overhead .....		.57			.49			.40	
Condemnation loss .....		.03			.03			.03	
TOTAL COST PER CWT ALIVE		\$ 6.08			\$ 5.98			\$ 5.46	
TOTAL VALUE		5.92			5.71			5.30	
Loss per cwt.16			.27			.16	
Loss per hog32			.62			.46	



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Among Chevrolet's great variety of 1940 trucks—now 58 models on nine wheelbases—it's easy to find the one that best fits your hauling job.

First, narrow your choice down by determining what weight capacity you require. (Chevrolet offers you a choice ranging from the speedy Sedan Delivery to Heavy Duty units of 14,000 pounds gross weight.)

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CHEVROLET TRUCKS

Tallow and Greases Sustain Prices in Moderate Trade

Sales at New York estimated at 750,000 lbs.; market steady—Interest on nearby material lags; large soapers willing to pay 5½¢, delivered, for June—By-products nominal and dull.

TALLOW.—The tallow market at New York, in a fair turnover, held steady and unchanged during the week. Sales were estimated at 750,000 lbs. Spot and nearby extra sold at 5½¢ delivered and May delivered at 5¢, the same levels as during the previous week. Large soapers, it was indicated, are now willing to pay 5¢ delivered for June stuff. Aside from the regular local make, which apparently was absorbed without trouble, pressure of offerings of tallow on this market was light. Producers being well sold up, no surplus tallow appears to be hanging over the market. Consumers are believed to be well stocked but are still taking supplies at these levels, apparently satisfied with prevailing prices.

Lard, notwithstanding heavy export sales during the week, advanced but little, and the relative cheapness of lard continues to attract soaper interest.

At New York, edible was quoted at 5½¢ nominal; extra, nearby, at 5½¢ delivered; futures, 5½¢ delivered, and special, 5½¢.

At Liverpool, the tallow market was officially unchanged at 24s 6d.

After a week characterized by dullness, light trading and limited offerings, the tallow market at Chicago on Thursday showed a slightly easier tendency as compared to a week ago. Buyers continue to pay little attention to material for nearby delivery; toward end of week, one large consumer was reported interested in prime tallow at 5½¢, Cincinnati, for June delivery only. A tank of prime sold at midweek at 5½¢, Chicago, after being offered at 5½¢. Bids for prime at Cincinnati at midweek were 5½¢ for April, 5½¢ for May and 5½¢ for June. Limited quantity of special tallow sold late in week at 5½¢, Chicago, slightly above buyers' ideas expressed earlier in week. Quotations on Thursday at Chicago were:

Edible tallow	5½¢ @ 5½¢
Fancy tallow	5½¢ @ 5½¢
Prime packers	5½¢ @ 5½¢
No. 1 tallow	@ 4½¢
Special tallow	@ 5

STEARINE.—The market for oleo was quiet, steady and unchanged this week. At New York, a 6½¢ level ruled.

At Chicago, demand was moderate and the market barely steady. Prime oleo was quoted at 6¢.

(See page 39 for later markets.)

OLEO OIL.—Interest in this market was small and routine at New York.

Extra was quoted at 7¢; prime, 6½¢ @ 6½¢ and lower grades, 6½¢ @ 6½¢.

At Chicago, the market was quiet but steady. Extra was quoted at 7½¢.

LARD OIL.—Demand was moderate at New York, but prices ruled steady with a slightly better tone in raw materials. No. 1 was quoted at 8½¢; No. 2, 8½¢; extra, 9¢; extra No. 1, 8½¢; winter strained, 9½¢; prime burning, 10¢; and inedible, 9½¢.

NEATSFOOT OIL.—Demand was moderate, but prices held steadily at New York. Cold test was quoted at 19½¢, extra 9¢; No. 1, 8½¢; prime, 9½¢ and pure 14½¢.

GREASES.—A moderate volume of trade, but a very steady market was noted in greases at New York again this week. Yellow and house changed hands at the 5¢ level, unchanged from a week ago. Offerings from producers remained comparatively moderate and this, with larger export clearances, steadiness in tallow and a slightly better tone in lard, served to create steadiness in the grease market.

Soapers, although interested in supplies, were not inclined to bid up the market at this time. On the other hand, producers were firm in their ideas, encouraged by the fact that no surplus supplies are overhanging the market.

During the week ended March 2, New York cleared 495,200 lbs. of greases for export, and the early part of the current week, another 326,800 lbs. went out.

At New York, choice white was quoted at 5½¢ @ 5½¢; yellow and house, 5¢; and brown, 4½¢ @ 4½¢.

A sluggish market in greases this week at Chicago witnessed sales of white grease at 5¢ toward end of week, in line with earlier offerings and on a par with quotations of a week before. Soapers have continued to show interest in loose lard at present low levels. Tank of yellow grease, 15-37 f. f. a., sold at midweek at 4½¢, Chicago, with a bid of 4½¢ reported in another direction, in line with earlier offerings. A little house grease sold about midweek at 5¢, delivered. Grease quotations at Chicago on Thursday were:

Choice white grease	@ 5
A-white grease	4½¢ @ 5
B-white grease	@ 4½¢
Yellow grease, 10-15 f. f. a.	4½¢ @ 4½¢
Yellow grease, 16-20 f. f. a.	@ 4½¢
Brown grease	@ 4½¢

WATCH YOUR GREASE TANK

Does your grease tank get items from your offal room that should go to the lard tank? Give your foreman a copy of "PORK PACKING," The National Provisioner's pork plant book.

BY-PRODUCTS MARKETS

Chicago, March 7, 1940.

By-products dull and easy this week with exception of low test cracklings, which displayed some additional strength.

Blood.

Dried blood remains nominally unchanged around \$3.00 @ 3.10; on easy side this week.

	Unit Ammonia.
Unground	\$ 3.00 @ 3.10

Digester Feed Tankage Materials.

Nominal market, with buyers and sellers tending to draw further apart on the 11-12% feeding tankage as buyers lowered their ideas.

Unground, 11 to 12% ammonia	\$ 3.00 @ 3.15
Unground, 6 to 10%, choice quality ..	3.40 @ 3.50
Liquid stick	2.00 @ 2.25

Packinghouse Feeds.

Sluggish trade this week in packinghouse feeds. The 60% digester tankage eased off another \$2.50 on the week; other items unchanged.

	Carlots, Per ton.
60% digester tankage	@ 45.00
50% meat and bone scraps	@ 47.50
Blood-meal	@ 65.00
Special steam bone-meal	@ 45.00

Bone Meals (Fertilizer Grades).

This market remains nominally firm.

	Per ton.
Steam, ground, 3 & 50	@ 90.00
Steam, ground, 2 & 26	@ 90.00

Fertilizer Materials.

Largely nominal market, with the 10-11% tankage offered as shown. Other items unchanged.

	Per ton.
High grd. tankage, ground, 10 @ 11% am.	@ 2.75 & 10¢
Bone tankage, ungrd., per ton ..	18.00 @ 20.00
Hoof meal	@ 2.25

Dry Rendered Tankage.

Low test cracklings sold at midweek at 75¢, Chgo.; bidding 72½¢, Chgo., on Thursday. The high test still quoted nominally in range shown.

Hard pressed and expeller unground, up to 48% protein (low test) .....	.72½¢ @ .75
above 48% protein (high test) .....	.67½¢ @ .70
Soft prod. pork, ac. grease and quality, ton	@ 47.50
Soft prod. beef, ac. grease and quality, ton	35.00 @ 37.50

Gelatine and Glue Stocks.

Gelatine and glue stocks quiet and unchanged.

	Per ton.
Calf trimmings	\$18.00 @ 20.00
Sinews, plazes	@ 18.00
Cattle jaws, skulls and knuckles ..	@ 35.00
Hide trimmings	13.00 @ 14.00
Pig skin scraps and trim, per lb., L.C.I.	3½¢ @ 3½¢

Horns, Bones and Hoofs.

This market unchanged to slightly easier.

	Per ton.
Horns and cattle hoofs, house run ..	@ 30.00
Junk bones	20.00 @ 22.50

Animal Hair.

No changes reported in this market.

Winter coll dried, per ton	\$30.00 @ 35.00
Summer coll dried, per ton	22.50 @ 25.00
Winter processed, black, lb.	6½¢ @ 7¢
Winter processed, gray, lb.	5½¢ @ 6¢
Summer processed, gray, lb.	3 @ 3½¢
Cattle switchs	2½¢ @ 2½¢

FERTILIZER PRICES

BASIS NEW YORK DELIVERY.

Ammoniates.	
Ammonium sulphate, bulk, per ton, basis ex-vessel Atlantic ports, March to June, 1940.	@ 28.00
Blood, dried, 16% per unit.	@ 3.00
Unground fish scrap, dried, 11% ammonia, 16% B. P. L., f.o.b. fish factory.	4.25 & 10c
Fish meal, foreign, 11% ammonia, 10% B. P. L., c.i.f. spot.	@ 52.00
March shipment.	@ 52.00
Fish scrap, acidulated, 7% ammonia, 3% A. P. A., f.o.b. fish factories.	2.50 & 50c
Soda nitrate, per net ton: bulk, March to June, 1940, inclusive, ex-vessel Atlantic and Gulf ports.	@ 27.00
in 200-lb. bags.	@ 28.30
in 100-lb. bags.	@ 29.00
Fertilizer tankage, ground, 10% ammonia, 10% B. P. L. bulk.	2.90 & 10c
Feeding tankage, unground, 10-12% ammonia, 15% B. P. L. bulk.	2.90 & 10c
Phosphates.	
Foreign bone meal, steamed, 3 and 50 bags, per ton, c.i.f.	@ 32.00
Bone meal, raw, 4% and 50%, in bags, per ton, c.i.f.	@ 31.00
Superphosphate, bulk, f.o.b. Baltimore, per ton, 16% flat.	@ 8.50
Dry Rendered Tankage.	
50/55% protein, unground.	@ 75c
60% protein, unground.	@ 75c

MARGARINE MATERIALS USED

Products used in margarine manufacture during January, 1940:

	Jan. 1940.	Jan. 1939.
Ingredient schedule of uncolored oleomargarine:		
Babassu oil	692,201	712,285
Butter	64	
Coconut oil	2,001,649	7,207,087
Corn oil	83,545	118,804
Cottonseed oil	10,065,129	9,871,469
Derivative of glycerine	72,406	75,562
Lecithin	7,195	8,438
Milk	5,686,278	5,828,765
Neutral lard	238,029	102,766
Oil of	1,131,517	1,166,224
Oleo stearine	281,934	232,079
Oleo stock	119,617	122,869
Palm kernel oil	121,434	121,434
Peanut oil	165,727	218,940
Salt	1,206,030	1,289,047
Soda (Benzoate of)	11,639	13,082
Soya bean oil	8,939,392	4,793,826
Vitamin concentrate	1,451	1,173
Total	30,653,803	31,889,910
Ingredient schedule of colored oleomargarine:		
Babassu oil	49,779	37,205
Color	106	118
Corn oil	261	63
Cottonseed oil	21,968	13,008
Cottonseed stearine	80	
Derivative of glycerine	316	329
Lecithin	83	9
Milk	29,591	27,634
Neutral lard	2,871	3,852
Oleo oil	12,690	21,042
Oleo stearine	2,687	125
Oleo stock	661	1,090
Palm kernel oil		626
Peanut oil	138	38
Salt	7,564	6,199
Soda (Benzoate of)	36	61
Soya bean oil	33,837	17,257
Vitamin concentrate	3	3
Total	162,651	129,561

JANUARY FRESH MEAT PRICES

Wholesale fresh meat prices for January, 1940, with comparisons, as reported by the U. S. Department of Agriculture, Agricultural Marketing Service:

CHICAGO

BEEF.		Jan. 1940.	Dec. 1939.	Jan. 1939.
Steer—				
Choice, 400-500 lbs.	\$16.80	\$16.86	\$17.56	
500-600 lbs.	16.44	16.28	17.56	
600-700 lbs.	15.63	17.28	17.56	
700-800 lbs.	15.29	14.52	17.56	
Good, 400-500 lbs.	15.30	15.32	15.62	
500-600 lbs.	14.57	14.62	15.62	
600-700 lbs.	14.16	13.78	15.62	
700-800 lbs.	13.98	13.52	15.62	
Com'l, 400-600 lbs.	13.13	13.02	14.07	
600-700 lbs.	13.05	12.82	14.07	
Utility, 400-600 lbs.	11.96	11.61	12.99	
Cow—All weights—				
Commercial	12.36	11.59	12.39	
Utility	11.34	10.63	11.50	
Cutter	10.30	9.85		
Canner	9.54	9.35		

Prior to Aug. 7, 1939: ¹ Medium grade; ² Common grade; ³ Good & Choice grades; ⁴ Common & Medium grades.

VEAL CARCASSES.

Veal—All weights—		Jan. 1940.	Dec. 1939.	Jan. 1939.
Choice	17.14	14.09	15.75	
Good	15.98	13.69	14.24	
Medium	14.83	12.19	12.98	
Common	12.65	10.69	11.84	
Calf—All weights—				
Good	14.81	13.22	13.50	
Medium	13.66	11.96	12.50	
Common	12.31	10.72	11.50	

LAMB AND MUTTON.

Lamb—		Jan. 1940.	Dec. 1939.	Jan. 1939.
Choice, 38 lbs. down.	15.78	15.04	18.10	
39-45 lbs.	15.28	14.54	17.85	
46-55 lbs.	14.39	13.76	16.92	
Good, 38 lbs. down.	14.78	14.04	17.10	
39-45 lbs.	14.28	13.54	16.85	
46-55 lbs.	13.39	12.76	15.92	
Medium, all weights.	13.28	12.40	16.09	
Common, all weights.	12.35	11.30	14.72	
Mutton (ewe)—70 lbs. down—				
Good	7.02	7.08	9.10	
Medium	6.34	6.38	8.06	
Common	5.50	5.63	6.99	

FRESH PORK.

Hams, 10-14 lbs. av.		Jan. 1940.	Dec. 1939.	Jan. 1939.
Loins, 8-10 lbs. av.	13.50	11.92	14.76	
10-12 lbs. av.	11.69	11.89	14.10	
12-15 lbs. av.	10.99	11.30	13.16	
16-22 lbs. av.	10.44	10.88	12.97	
Shoulders, N. Y. style—				
skinned, 8-12 lbs. av.	9.24	9.30	12.60	
Picnics, 6-8 lbs. av.	8.61	8.88		
Butts, Boston style—				
4-8 lbs. av.	10.64	10.51	14.61	
Spareribs (half sheet)	8.38	8.59	11.50	

NEW YORK

BEEF.		Jan. 1940.	Dec. 1939.	Jan. 1939.
Steer—				
Choice, 400-500 lbs.	\$16.80	\$16.85	\$18.49	
500-600 lbs.	16.78	15.94	18.49	
600-700 lbs.	16.03	15.35	18.49	
700-800 lbs.				
Good, 400-500 lbs.			16.73	
500-600 lbs.	15.33	15.30	16.73	
600-700 lbs.	15.08	14.55	16.75	
700-800 lbs.	14.95	14.51	16.75	
Com'l, 400-600 lbs.	13.51	13.14	14.88	
600-700 lbs.	13.12	13.14	14.88	
Utility, 400-600 lbs.	12.25	12.00	13.64	
Cow—All weights—				
Commercial		12.15	13.56	
Utility	11.50	11.41	12.23	
Cutter	10.50	10.61		
Canner				

VEAL CARCASSES.

Veal—All weights—		Jan. 1940.	Dec. 1939.	Jan. 1939.
Choice	18.30	16.20	17.66	
Good	17.00	14.78	16.06	
Medium	15.00	12.82	13.51	
Common	13.44	11.38	12.92	
Calf—All weights—				
Good		13.38	14.22	
Medium		12.28	13.51	
Common		11.21	12.15	

LAMB AND MUTTON.

Lamb—		Jan. 1940.	Dec. 1939.	Jan. 1939.
Choice, 38 lbs. down.	16.52	16.50	18.96	
39-45 lbs.	15.72	15.55	18.26	
46-55 lbs.	14.72	14.64	17.35	
Good, 38 lbs. down.	16.72	15.62	18.18	
39-45 lbs.	14.72	14.71	17.56	
46-55 lbs.	13.75	13.72	16.80	
Medium, all weights.	13.72	13.68	16.73	
Common, all weights.	12.65	12.68	15.11	
Mutton (ewe)—70 lbs. down—				
Good	8.50	8.50	10.72	
Medium	7.50	7.50	9.56	
Common	6.50	6.50	8.38	

FRESH PORK.

Hams, 10-14 lbs. av.		Jan. 1940.	Dec. 1939.	Jan. 1939.
Loins, 8-10 lbs. av.	15.18	15.11	18.61	
10-12 lbs. av.	12.22	12.41	15.44	
12-15 lbs. av.	12.18	12.30	14.90	
16-22 lbs. av.	11.65	11.90	14.11	
Shoulders, N. Y. style—				
skinned, 8-12 lbs. av.	10.70	10.81	14.14	
Picnics, 6-8 lbs. av.				
Butts, Boston style—				
4-8 lbs. av.	12.22	12.25	15.55	
Spareribs (half sheet)	9.72	10.16	12.96	

EASTERN FERTILIZER MARKETS

New York, March 6, 1940.

Cracklings were lower in price this week, due to lack of demand, and sales were made at 75c, f.o.b. New York. Blood declined 10c per unit to \$3.00, and additional quantities were offered at that price.

Tankage also declined and sales were made at \$2.90 and 10c, and some in-

ferior grades sold lower than this figure. Fertilizer manufacturers are showing more interest, as their season of greatest sales volume is now very close at hand.

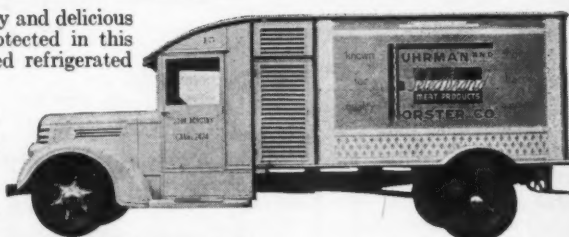
Sulphate of ammonia still continues in strong position with very little material available. No more reports were heard of export sales of meat scraps out of New York, and the market is quiet.

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Cotton Oil Futures Make Small Gains in Quiet Trade

Market has steady tone and prices advance 8 to 16 points on improvement in lard and better cash oil demand—Spot month bought readily—Crude firm at 6@6½¢—Other oils steady.

COTTONSEED oil futures experienced quiet trade in the New York market during the past week, with outside operators looking on pending developments. The tone was steady and prices were up 8 to 16 points compared with the previous week; the spot month was relatively steady. Indications of some improvement in cash oil demand, strength in allied and outside commodities, and firmness in crude in the South contributed to the steady tone. A slight improvement in lard values was the most important factor.

There was no active buying power at any time except in the March delivery. Liquidation of March oil, and the switching of March to the later months at narrower discounts, found shorts and trade brokers ready buyers of the spot month. This buying aided in supporting the distant positions.

There was evidence of a little hedge selling at times, and a fair amount of selling pressure on the July delivery from commission quarters; the latter was thought to have been for professional account.

More Optimism in Fats

Offerings appeared to dry up rather completely on the small setbacks. Reports of heavy export business in lard aided edible fats generally at times, but the continuance of liberal hog marketings led to hedge selling of lard futures by packers and limited the gains.

Some cottonseed oil was sold for export again this week, and there were reports that 20 to 25 million lbs. of lard had been sold for shipment to Europe. This lard export business, coupled with sales of loose lard to soapers, has created a more hopeful attitude in oil circles as to the possibility of better oil values.

It is estimated that February consumption of cotton oil will run around 235,000 bbls. compared with 218,000 bbls. in 1939.

The cash trade, particularly distributors, noted some pickup in domestic consumer demand for oil and shortening this week. Some now believe the market is on the eve of another buying wave from the trade.

Southeast and Valley crude sold at 6¢ in a small way, and there were rumors of some sales at 6½¢. Texas crude was 5¢@5½¢ bid, and Dallas quoted crude at 6¢.

While it is generally admitted that

the severe cold weather has probably killed off many of the hibernating boll weevils in the South, the deficiency in subsoil moisture, particularly in the Western cotton belt, is expected to be an offsetting feature.

The European war news had little influence on the cottonseed oil market during the week. Shipping space continues scarce and high-priced. Boat sinkings continue. The cost of imported oils is expected to remain relatively high, resulting in larger consumption of domestic oils.

COCONUT OIL.—The market was steady with little change at New York. March-June was quoted at 3.30c, but might be shaded on a firm bid. The Pacific coast market was quoted at 2½¢.

SOYBEAN OIL.—Strength in beans and better demand for oil resulted in a stronger market. Sales were reported at 6¢, Chicago, and the market was quoted around 5½¢, Decatur.

CORN OIL.—Offerings were scarce and the market was quoted around 6½¢ nominal, New York.

PALM OIL.—The market at New York was quiet and slightly easier. Nigre in drums was quoted at 4½¢; tanks, 4¢, and Sumatra oil, 3½¢.

OLIVE OIL FOOTS.—Demand was fair and the market was steady at New York. Nearby foots were quoted at 7½¢ and forward at 7½¢.

PEANUT OIL.—The market was dull and nominal at New York and quoted at 7¢.

COTTONSEED OIL.—Valley and Southeast crude was quoted Wednesday at 6¢ b., 6½¢ ax; Texas 5½¢ pd. at common points; Dallas 6¢ nominal.

SOUTHERN MARKETS

New Orleans.

(Special Wire to The National Provisioner.)

New Orleans, La., March 7, 1940.—Cotton oil futures were about 12 points up and crude ½¢@¼¢ lb. higher, with mills generally showing no disposition to sell. Bleachable was firm. Soapstock was scarce and firm. February consumption report is due the twelfth; if bullish it may infuse new life into the markets and if bearish only slight changes are expected, with crude stocks light and majority of mills closed down.

Dallas.

(Special Wire to The National Provisioner.)

Dallas, Texas, March 7, 1940.—Forty-three per cent cottonseed cake and meal basis Dallas for interstate shipment quoted at \$34.00. Prime cottonseed oil quoted at 5½¢@6¢ lb., depending on location.

Futures market transactions for the week at New York were:

THURSDAY, FEBRUARY 29, 1940.

	Sales.	Range.	High.	Low.	Closing.	Bid.	Asked.
March	16	695	695	695	700		
April .....	..	..	..	..	700	nom	nom
May	16	710	701	705	710	trad	trad
June .....	..	..	..	..	710	nom	nom
July	30	714	710	714	714	trad	trad
August .....	..	..	..	..	719	nom	nom
September	12	725	718	720	721	nom	nom
October	1	..	..	..	720	723	

Sales 75 contracts.

FRIDAY, MARCH 1, 1940.

March .....	..	..	..	694	700		
April .....	..	..	..	699	nom	nom	nom
May	4	702	701	702	704	trad	trad
June .....	..	..	..	707	nom	nom	nom
July	4	712	700	712	714	trad	trad
August .....	..	..	..	717	nom	nom	nom
September	5	716	716	716	719	nom	nom
October .....	..	..	..	717	721		

Sales 13 contracts.

SATURDAY, MARCH 2, 1940.

March .....	..	..	..	696	704		
April .....	..	..	..	701	nom	nom	nom
May	2	705	704	704	704	trad	trad
June .....	..	..	..	709	nom	nom	nom
July	16	715	714	714	714	trad	trad
August .....	..	..	..	718	nom	nom	nom
September .....	..	..	..	719	721		
October .....	..	..	..	719	723		

Sales 20 contracts.

MONDAY, MARCH 4, 1940.

March .....	..	..	..	698	708		
April .....	..	..	..	703	nom	nom	nom
May	2	709	700	707	708	trad	trad
June .....	..	..	..	711	nom	nom	nom
July	37	718	717	716	717	trad	trad
August .....	..	..	..	720	nom	nom	nom
September	5	724	724	723	725	trad	trad
October .....	..	..	..	723	726		

Sales 44 contracts.

TUESDAY, MARCH 5, 1940.

March .....	..	..	..	701	708		
April .....	..	..	..	706	nom	nom	nom
May	3	710	700	710	712	trad	trad
June .....	..	..	..	715	nom	nom	nom
July	11	720	717	719	721	trad	trad
August .....	..	..	..	724	nom	nom	nom
September	8	726	726	726	728	trad	trad
October .....	..	..	..	727	730		

Sales 22 contracts.

WEDNESDAY, MARCH 6, 1940.

March	44	706	701	701	708		
April .....	..	..	..	706	nom	nom	nom
May	1	712	712	712	713	trad	trad
June .....	..	..	..	717	nom	nom	nom
July	34	721	718	720	720	trad	trad
August .....	..	..	..	724	nom	nom	nom
September	11	727	724	726	728	trad	trad
October	1	727	727	726	730		

Sales 91 contracts.

THURSDAY, MARCH 7, 1940.

March	3	708	708	708	bid		
May	12	715	712	715	bid		
July	10	722	720	723	bid		
September	29	732	727	732	bid		
October	3	729	729	730	bid		

(See page 39 for later markets.)

JAN. MARGARINE PRODUCTION

Margarine produced during January, 1940, with comparisons:

	Jan., 1940, lbs.	Jan., 1939, lbs.
Production of uncolored margarine	20,204,468	30,190,600
Production of colored margarine	140,578	119,563
Total production	20,345,046	30,310,163
Uncolored margarine with- drawn tax paid	29,879,265	30,315,940
Colored margarine with- drawn tax paid	30,011	34,058

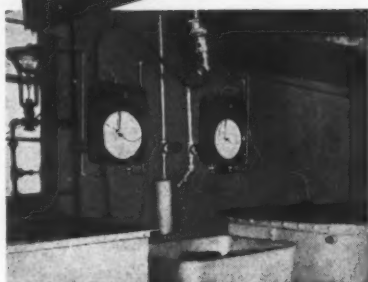
HULL OIL MARKETS

Hull, England, March 6, 1940.—Refined cotton oil, 35s 7½d. Egyptian crude, 31s 1½d.

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Watching over ham boilers and maintaining the temperature at just the right value is a job this meat packer is doing successfully by means of Bristol's Free-Vane Controllers.

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PHOTO ABOVE SHOWS—Battery of ham boiling tanks in the plant of Dumarr's Ltd., Kitchener, Ont., Canada, equipped with Bristol's Automatic Temperature Control.

TECHNICAL BULLETIN
C4050 describes Bristol's Free-Vane Controller and contains many sound ideas and suggestions for improving your processing... Write for a copy.



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Protecting Steel Sash

IN AN article in THE NATIONAL PROVISIONER, a packer engineer writes, "some quite pertinent remarks were made on the difficulty of maintaining steel window sash in good condition. However, despite these suggestions, and the fact that conditions in many departments of the packinghouse promote rapid corrosion, the fact remains that the packer has little choice in the matter. In some instances, at least, he is required to use steel sash."

"The question then is: What type of sash shall be used? We are planning a new building, in one side of which insurance regulations require steel sash. Our investigations disclose that a number of varieties of steel sash are available, each distinguished by the method that has been employed to protect the metal from corrosion. These include plain iron or steel, hot galvanized, electro-galvanized, Parkerized and Bond-erized.

Which Sash Is Best

"Our problem is to decide which will stand up best and which, therefore, we should use. In view of the relatively heavy expense of maintaining steel sash installed in meat plant buildings, we would like to see discussed in THE NATIONAL PROVISIONER the various treatments during manufacture. Undoubtedly the information would also be appreciated by many other packers who have steel sash installed or who, like ourselves, will be required to use it."

The discussion which follows applies to sash of iron or steel, and not that made of stainless steel or other non-corroding metal. Methods of protection discussed include hot galvanizing, electro-galvanizing, Parkerizing and Bonderizing. Much of the information is taken from the booklet "Rustproofing of Steel Windows," compiled by Campbell Metal Window Corp., a division of American Radiator & Standard Sanitary Corp., Baltimore, Md.

Steel Window Sash Protection

Protection to steel is ordinarily provided by coating the surfaces with a metal little affected by the influences which cause corrosion of iron and steel. Zinc is most widely used for this purpose.

In U. S. Bureau of Standards circular No. 80—"Protective Metallic Coatings for the Rustproofing of Iron and Steel"—it is stated that "of the metallic coatings, by far the best for general

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Automatic operation of MONTGOMERY "Cross-Over" Bridges prevents injuries to employees, who formerly were required to perform many hazardous operations, such as raising and lowering heavy draw-bridges with hand-operated windlasses. No need for men to venture on tracks between loading docks.

It takes less than a minute to raise or lower a MONTGOMERY "Cross-Over" Bridge, which is out of the way when not in use. MONTGOMERY constructs each "Cross-over" Bridge to meet the exact requirements of your packing plant. *It will pay you to investigate!*



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rustproofing is zinc. The principal reason for this lies in the chemical nature of this metal. It is the only one of the commonly used metals that is electro-negative to iron—that is, has a greater tendency to oxidize than has iron."

Hot Galvanizing

One of the commonly-used methods for applying a zinc coating to iron or steel is hot galvanizing. This process consists essentially of cleaning the iron or steel and passing the frame through a bath of molten zinc. "Though widely used," one authority says, "the hot process of galvanizing fails for some purposes, in that the deposit is uneven and in some parts distinctively lumpy. It, moreover, necessitates the article being raised to a temperature of at least 860 degs. F., not always desirable."

There are the following to consider in connection with hot galvanized window frames:

1.—Method may warp and distort the metal, necessitating straightening, which may subject the protective coating to damage by flaking off outer particles of zinc.

2.—Necessitates re-threading of tapped holes which cuts away the coating.

3.—Provides a smooth surface to which paint does not adhere readily until the zinc has become oxidized by weathering or chemical treatment. In either case part of the zinc coating is destroyed in order to prepare the surface for paint.

4.—The lumpy surfaces mentioned by the authority previously quoted makes it difficult to weather one member against another without excessive leakage.

Electro-Galvanizing

Electro-galvanizing, as the term implies, is the process of depositing zinc on iron or steel by means of electrolytic action. Coating thus obtained is rough and toothed, providing an ideal base for paint. Electro-galvanizing has the advantage of being carried out at ordinary temperature, production of a more uniform deposit, avoidance of the need of cleaning screw threads, and of being able to put on any desired thickness of deposited metal.

Obviously, the effectiveness of this method of protecting steel sash against corrosion is largely dependent on thickness of zinc coating applied. To determine minimum thickness of coating packers are referred to the "Tentative Specifications for Electro-Deposited Coatings of Zinc on Steel," prepared under the joint cooperation of the American Electro-Platers Society, National Bureau of Standards and American Society for Testing Materials. Excerpts from these specifications follow:

Coating Specifications

"1.—These specifications cover requirements for electro-plated zinc coatings on steel articles that are required

to withstand corrosion. Two types of coating are covered, namely,

"Type LS.—For general service.

"Type RS.—For mild service.

"Minimum thickness of deposits:

"3 (a) Type LS.—On significant surfaces of the finished articles, minimum thickness of Type LS zinc coating shall be 0.0005 in.

"(b) Type RS.—On significant surfaces of the finished articles minimum thickness of Type RS zinc coating shall be 0.00015 in."

Accepting coating classification LS (general service) as an authoritative designation for the proper thickness of the coating for real protection, packers might profitably secure the manufacturer's guarantee before purchasing electro-galvanized window sash.

Phosphate Coating

Parkerizing and Bonderizing are processes which deposit phosphate coatings on the steel. These coatings, however, are not sufficiently resistant to be used under exposed conditions without further protection, and should not be considered complete until a finishing coat of paint has been applied.

The Parkerized surface furnishes a good base for paint. Bonderizing is said to provide a surface not quite as rustproof as that supplied by Parkerizing, but to provide a better base for paints.

All steps taken to prevent rust and

corrosion and to make paint adhere to steel window sash should culminate in the use of the right kind of paint, properly applied. Steel frames should be well painted before they leave the manufacturing plant. One manufacturer recommends that after windows arrive on the job not less than two coats of paint should be applied on them, one when received and the other when installed and glazed. This procedure should be followed, he says, regardless of the type of shop finish given the windows.

FRANKS AT 1940 FAIR

Hot dogs and hamburgers, most popular of the foods served at the New York World's Fair last season, will again be sold on the fair grounds by Childs Co. this year, according to an announcement by George D. Stroh-meyer, president of the company. A contract covering the entire frankfurter and hamburger concession in the exhibit area has been awarded Childs.

Last year's low prices will prevail again at the stands, it is reported, and as many of last year's specially trained concession attendants will be re-employed as possible. An analysis of last year's sales shows that one out of three fair visitors made a purchase at the booths, consuming, among other items, 10,659,000 frankfurters and 5,172,133 hamburgers.

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HIDES AND SKINS

Packers get 1/4c advance on butts, Colorados and ex-light natives, other descriptions up 1/2c, on mostly trader buying of about 60,000 hides—Heavy calfskins move 1/2c higher.

Chicago

PACKER HIDES.—The packer hide market was active throughout the week, with irregular advances established on successive sales, most descriptions regaining the greater part of previous week's losses. Scattered lots were reported going to tanner buyers but most of the advances were established on sales made to traders or Exchange operators. Total reported sales so far at Chicago are around 60,000 hides, with 16,000 additional hides moved by an outside packer. Butt brands, Colorados and extreme light native steers sold 1/4c higher, other descriptions advanced 1/2c.

Trader buying was influenced by an advance of 42@43 points in hide futures, following an easing of pressure on security markets. While tanner buyers have not been overly active, pending some improvement in leather values and demand, recent sales have placed packers in the most closely sold up position in many years as they near the end of the less desirable winter take-off. There is tanner interest in certain of the lighter hide descriptions at present levels but such hides appear to be very closely sold up; the prospect of very limited calfskin imports during the near future has resulted in a keen demand for light hides suitable for side upper leather.

A total of 6,200 Feb.-Mar. native steers sold at 12 1/2c; 900 Jan.-Feb. sold at 12 1/2c, and 1,500 Feb. sold later to tanners at 13c; an outside packer also sold Feb. natives at 13c. One lot of 2,700 Feb. extreme light native steers moved at 13 1/2c, and none offered.

Sales of 1,500 Feb. butt branded steers were reported at 12 1/2c and an outside packer later sold Feb. butts at 12 1/2c. A total of 9,700 Feb. Colorados sold at 12 1/2c, and Association sold 800 Jan.-Feb. also at 12 1/2c. One lot of 1,000 butt branded steers sold at 12 1/2c, steady, but 13c is now asked. Light Texas steers are scarce and said to be probably salable at 12 1/2c. One packer sold 1,100 Feb. extreme light Texas steers at 12 1/2c, or 1/2c up.

Traders bought 3,300 Feb. heavy native cows early at 12c and paid 12 1/2c later to an outside packer. A packer sold 1,000 northern light native cows early at 12 1/2c, steady; 4,000 St. Paul and River points sold at 12 1/2c; 1,000 Chgo. light cows sold at 12 1/2c; 1,000 Cedar Rapids take-off sold at 12 1/2c, 1,000 St. Louis at 12 1/2c, 3,400 mixed northern and River points at 12 1/2c, 1,000 Kansas City at 13c; later, 3,000 St. Paul, 1,000 Sioux City and 1,000 Omaha light cows moved at 13c, and

the Association sold 1,000 Mar. at 13c also. A total of 7,600 Feb. branded cows sold at 12 1/2c, and 1,000 Feb.-Mar. moved later at 12 1/2c; Association sold 1,000 Mar. branded cows at 12 1/2c, and an outside packer sold Feb. same basis.

The Association was credited with moving a car bulls early basis 9c for natives; an outside packer later sold a car Dec. forward at 9 1/2c. Branded bulls quotable a cent less.

Federal inspected cattle slaughter during Feb. was 715,118 head, compared with 827,348 in Jan. and 652,567 in Feb. 1939; calf slaughter during Feb. was 378,025 head, as against 416,291 in Jan. and 384,789 in Feb. 1939.

Shoe production during Jan. was 33,743,678 pairs, an increase of 18.8 percent over Dec. and 0.5 percent over Jan. 1939.

OUTSIDE SMALL PACKER HIDES.

—Outside small packer all-weight natives are quotable 11 1/4@12 1/4c, selected, Chgo. freight basis, and moderately light average stock is understood to be salable around top of range, brands 1/2c less. Some lots running 51-52 lb. avge. were offered at 12c.

PACIFIC COAST.—Nothing has been heard from the Coast market so far this week; some quote the market nominally around 11c, flat, with last actual trading on Jan. hides at 11c for steers and 11 1/4c for cows, flat, f.o.b. shipping point.

FOREIGN WET SALTED HIDES.

The South American market was active and fully steady early in the period. At the close of last week, England bought 4,000 LaBlancas, 4,000 LaPlatas, 4,000 Wilson steers and 4,000 Smithfield steers, all at 100 pesos, equal to 15c, c.i.f. New York. Early this week, 4,000 LaBlancas and 4,000 LaPlatas also went to the United Kingdom at 100 pesos, figured equal to 14 1/2c, the difference being a matter of exchange rate. One lot of 7,000 light steers also sold at 95 1/2 pesos or 14 1/2c; 4,000 reject standard weight steers sold at 94 1/2 pesos or 14 1/2c; later, 2,000 Sansinena extremes moved equal to 16c, or 1/2c over late last week, all going to European buyers.

COUNTRY HIDES.—Reported trading in the country market appears to be confined to an occasional car of light stock, of which offerings are very moderate and firmly held. Untrimmed all-weights are quoted around 11c, selected, del'd Chgo., paid for stock around 47 lb. avge. Heavy steers and cows quoted 9 1/4@9 1/2c, trimmed, with top asked. Trimmed buff weights quoted 11c last paid, with 11 1/4@11 1/2c asked. Trimmed extremes sold at 13c, selected; there are rumors of higher sales, and choice light stock may have sold higher, but nothing confirmed; however, offerings are usually held around 13 1/2c. Bulls quoted 7@7 1/4c. Glues quoted 9 1/4@9 1/2c flat. All-weight branded hides sold at 10c, flat, trimmed.

CALFSKINS.—Packer heavy calfskins advanced 1/2c this week when one packer sold a car Feb. northern heavies, 9 1/2/15 lb., at 26 1/2c. River point heavies are quoted nominally 25 1/2c, with last actual trading at 25c. A car Feb. Cleveland and Evansville calf also sold, at 27 1/2c for the heavies and steady price of 23 1/2c for the lights under 9 1/2 lb.

Two cars Chicago city 8/10 lb. calfskins sold this week at steady price of 20c; car 10/15 lb. sold at 23c, or 1/2c advance. Outside cities, 8/15 lb., quoted 20 1/2@21c nom.; straight countries 15 1/2@16c flat. Chicago city light calf and deacons last sold at \$1.35 and quoted this basis.

KIPSKINS.—One packer moved Feb. production of about 9,000 kipskins this week at 19c for northern natives, 18c for northern over-weights, southern a cent less, and 16c for branded kips; these prices were 1/4c up for the over-weights and steady for natives and brands. Other packers over-weights same basis; one packer sold 1,000, another 2,000 and third packer 1,500 Feb. northern over-weights at 18c; 1,500 southern over-weights sold at 17c. One packer included Cleveland and Evansville kips with the calfskins mentioned above, basis 19 1/2c for natives.

Chicago city kipskins apparently are not offered, some collectors reporting only a few hundred on hand; last trading was at 17c but collectors feel that 1/2c more could be obtained, if offered. An offering of over-weight kips at 17c remains unsold. Outside cities are quoted around 17c nom.; straight countries 14 1/2@15c flat.

Packers moved their Feb. regular slunks previous week at \$1.10 and are sold up for the present.

HORSEHIDES.—Scattered sales reported on horsehides at steady prices. Buyers report picking up odd lots of good city renderers, with manes and tails, at \$5.10@5.25, selected, f.o.b. nearby shipping points, with \$5.25@5.30 quoted in a carlot way; ordinary trimmed renderers range \$4.90@5.15, del'd Chgo.; mixed city and country lots \$4.50@4.75, Chgo.

SHEEPSKINS.—Dry pelts quoted 15 1/2@16c, inside price reported paid, del'd Chgo. Production of packer shearlings has shown but little increase so far, although shearing is under way in the Southwest, and it will probably be a couple of weeks before offerings are more plentiful. One packer is sold ahead following the movement of two cars this week at steady prices of \$1.35 for No. 1's, 90c for No. 2's and 40c for No. 3's; others quote No. 2's 85@90c. More interest shown recently in pickled skins and sellers are firmer in their ideas; sales reported at \$5.25 per doz., with \$5.50 asked. Packer March wool pelts quoted \$2.30@2.35 per cwt. live basis; outside small packer pelts around \$2.00@2.10 per cwt. live basis.

New York

PACKER HIDES.—The New York packers moved their Feb. hides at the close of last week at the going prices in

the western market, native and butt branded steers at 12½¢ and Colorados at 12¢. Couple cars Feb. hides held at an outside plant. This week, 3,000 cows sold, the 48 lb. and down moving at 12½¢ and over 48 lb. at 12¢.

CALFSKINS.—Collectors obtained moderate advances this week on couple cars medium calfskins. Collectors' 4-5's are quoted \$1.35@1.40 nom.; 5,000 of the 5-7's sold at \$1.62½, and 5,000 of the 7-9's also moved at \$2.45; the 9-12's are quoted around \$3.70 nom. Packer 5-7's are quoted nominally around \$2.40 @2.45, 7-9's \$2.75@2.80, and 9-12's \$3.95@4.00.

CHICAGO HIDE FUTURES

Saturday, Mar. 2.—Close: Mar. 13.80 n; no sales; unchanged.

Monday, Mar. 4.—Close: Mar. 13.80 n; no sales; unchanged.

Tuesday, Mar. 5.—Close: Mar. 13.80 n; no sales; unchanged.

Wednesday, Mar. 6.—Close: Mar. 13.80 n; no sales; unchanged.

Thursday, Mar. 7.—Close: Mar. 13.80 n; no sales; unchanged.

Friday, March 8.—Close: Mar. 13.80 n; no sales; unchanged.

CHICAGO HIDE MOVEMENT

Receipts of hides at Chicago for the week ended March 2, 1940, were 5,448,000 lbs.; previous week 4,381,000 lbs.; same week last year, 4,772,000 lbs. Jan. 1 to date, 47,824,000 lbs.; same period last year, 49,700,000 lbs.

Shipments of hides from Chicago for week ended March 2, 1940, were 4,742,000 lbs.; previous week 3,627,000 lbs.; same week last year 3,802,000 lbs.; Jan. 1 to date, 41,744,000 lbs.; same period last year, 37,490,000 lbs.

TALLOW FUTURE TRADING

Mon., Mar. 4.—Close: May 5.20@5.40; July 5.25@5.45.

Tues., Mar. 5.—Close: Mar. and Apr. 5.15@5.40; May 5.20@5.40; June 5.20@5.45; July 5.25@5.45; Aug. 5.30@5.50; no sales.

Wed., Mar. 6.—Close: Mar. 5.15@5.40; July 5.25@5.45; no sales.

Thurs., Mar. 7.—Close: May 5.20b; July 5.25b; 1 sale.

Friday, Mar. 8.—Close: Mar. 5.15; May 5.20 b; July 5.25 b.

ARGENTINE BEEF EXPORTS

Cable reports of Argentine exports of beef this week up to March 7, 1940: To the United Kingdom, 5,947 quarters; to the Continent, 6,898 quarters. A week ago, to the United Kingdom, 221,877 quarters; to the Continent, 24,127 quarters.

WEEK'S CLOSING MARKETS

FRIDAY'S CLOSING

Provisions

Hog products were quiet and steady the latter part of the week with no change in the general situation or conditions. Traders are wondering what will happen to Finnish lard purchases should current efforts to mediate Russo-Finnish troubles materialize.

Cottonseed Oil

Cotton oil was quiet, steady and featureless. Southeast crude sold at 6½¢ @6¼¢; Valley, 6½¢ asked; Texas 5½¢ @5½¢ bid.

Quotations on bleachable cottonseed oil at close of market on Friday were: March, 7.05@7.15; May, 7.14@7.15; July, 7.22; Sept., 7.30; Oct., 7.30@7.31; 31 lots; closing steady.

Tallow

New York extra tallow was quoted at 5½¢ lb.

Stearine

Stearine was quoted 6½¢ lb.

Friday's Lard Markets

New York, March 8, 1940.—Prices are for export. Lard, prime western, 6.65@6.75¢, middle western, 6.55@6.65¢; city, 6¼@6½¢; refined continent, 6½@6½¢; South American, 6¢@6½¢; Brazil kegs, 6¢@6½¢; shortening, 9½¢.

CHICAGO HIDE QUOTATIONS

Quotations on hides at Chicago for the week ended Mar. 8, 1940, with comparisons:

	PACKER	HIDES.	
	Week ended	Prev.	Cor. week,
	Mar. 8.	week.	1939.
Hvy. nat.			
stra.	@13	@12½	@10½
Hvy. Tex.			
stra.	@12½ n	@12½	@10½
Hvy. butt brnd'd			
stra.	@12½	@12½	@10½
Hvy. Col.			
stra.	12½@12½	@12	@10½
Ex-light Tex.			
stra.	@12½	@12	@10½
Brnd'd cows..	@12½	@12	@10½
Hvy. nat.			
cows	@12½	@12	@10½
Lt. nat. cows.	@13	12½@12½	@10½
Nat. bulls....	@9½	9 @9½	@7½
Brnd'd bulls..	@8½	8 @8½	@6½
Calfskins	23½@26½	23½@26	17½@15½
Kips, nat....	@19	@19	@14½
Kips, ov-wt....	@18	@17½	@13½
Kips, brnd'd..	@16	@16	12 @12½
Slunks, reg....	@1.10	@1.10	@80
Slunks, hrls..	@60	@60	35 @40

Light native, butt branded and Colorado steers 1c per lb. less than heavies.

CITY AND OUTSIDE SMALL PACKERS.

Nat. all-wts..	11½@12½	11½@11½	9½@10
Branded	11½@11½	11 @11½	9 @9½
Nat. bulls....	8 @8½	@8	@6½
Brnd'd bulls..	@7½	@7	@5½
Calfskins	20 @22½	20 @22½	15 @15½
Kips	17 @17½ n	17 @17½ n	12 @12½
Slunks, reg....	@1.00 n	@1.00 n	70 @75 n
Slunks, hrls..	@50 n	@50 n	@30 n

COUNTRY HIDES.

Hvy. steers...	9½@9½	9 @9½	7 @7½
Hvy. cows....	9½@9½	9 @9½	7 @7½
Butts	11 @11½	@11	8½@9
Extremes	13 @13½	12½@13	@11
Bulls	7 @7½	6½@6½	5½@6 n
Calfskins	15½@16	15 @15½	10½@11
Kipskins	14½@15	14 @14½	@10½
Horsehides ...	4.50@5.30	4.50@5.25	2.75@3.35

SHEEPSKINS.

Pkr. shearlgs.	@1.35	@1.35	@75
Dry pelts	15½@16	16 @17 n	14 @14½

NEW YORK HIDE FUTURES

Saturday, Mar. 2.—Close: Mar. 13.70 n; June 14.05; Sept. 14.32; Dec. 14.55 n; Mar. (1941) 14.78 n; 26 lots; 3@6 higher.

Monday, Mar. 4.—Close: Mar. 13.75 n; June 14.05@14.06; Sept. 14.30@14.31; Dec. 14.53 n; Mar. (1941) 14.76 n; 91 lots; 5 higher to 2 lower.

Tuesday, Mar. 5.—Close: Mar. 14.04 n; June 14.28@14.30; Sept. 14.51@14.52; Dec. 14.74 n; Mar. (1941) 14.96 @15.00; 199 lots; 20@29 higher.

Wednesday, Mar. 6.—Close: Mar. 14.00 n; June 14.32@14.33; Sept. 14.59 @14.60; Dec. 14.83 n; Mar. (1941) 15.06 n; 97 lots; 4 lower to 10 higher.

Thursday, Mar. 7.—Close: Mar. 14.09 @14.10; June 14.44@14.45; Sept. 14.69; Dec. 14.93 n; Mar. (1941) 15.16 n; 121 lots; 9@12 higher.

Friday, March 8.—Close: Mar. 13.88 n; June 14.23@14.25; Sept. 14.50; Dec. 14.76; Mar. (1941) 14.95; 86 sales; 17@22 lower.

MEAT AND LARD EXPORTS

Exports through port of New York during week ended March 7, totaled 165 bbls. of pork, 1,881,720 lbs. of lard and 1,064,240 lbs. of bacon.

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• Practical ideas on plant layout . . . operating troubles and how to correct them . . . formulas and processing directions. Dependable information on these and a host of related topics makes • SAUSAGE AND MEAT SPECIALTIES • an invaluable aid to the progressive packer and sausage manufacturer. It answers the questions most often asked. Its broad scope covers materials used in sausage and meat specialty manufacture, an outline of major governmental regulations controlling sausage manufacture and numerous other phases of sausage manufacturing. • Place your order today for this Volume 3 of the Packer's Encyclopedia. Postpaid price, \$5.00.

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PRAGUE POWDER has all the



curing elements combined in each particle and dissolves quickly on bacon, creating a lasting color on the lean of the meat, giving a rich, ripe flavor. The color holds up much longer. We can show you how to "Dry Cure" a ham that is unsurpassed. Ask for formula.

Prague Powder Makes Bacon Tender

Use corn sugar, cane sugar or no sugar—you be the judge.

A delightful cure



A tasty flavor

A Choice Breakfast Bacon

A color that holds. The cure is ready 1½ days to the pound. Increase your bacon and ham sales by using the "Prague Cures."

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Eastern Factory: 35-8th St., Passaic, New Jersey

Canadian Factory and Office: 1 Industrial St.

Leaside, Toronto 12, Ontario

STOCKS AT SEVEN MARKETS

Stocks of meat and lard at seven large markets rose sharply during February, 1940. Quantity of lard on hand at the close of the month was more than double that of a year earlier, while stocks of all kinds of meat expanded considerably, with the exception of S. P. picnics. Both green and S. P. picnics have moved well in recent weeks, with a good volume going into canned pork specialties.

Stocks of lard on hand on February 29 totaled 195,739,839 lbs., or a gain of 118 per cent over stocks at the close of February, 1939. Total stocks of meat totaled 225,133,519 lbs., an increase of 50,748,920 lbs. compared with a year earlier. While total S. P. meat in storage at end of February totaled 162,850,456 lbs. compared with 144,925,862 lbs. on January 31, and 131,512,389 lbs. at the end of February last year, S. P. picnics declined somewhat from the previous month.

Stocks of provisions at Chicago, Kansas City, Omaha, St. Louis, East St. Louis, St. Joseph and Milwaukee, on February 29, 1940, with comparisons, as especially compiled by THE NATIONAL PROVISIONER:

	Feb. 29, 1940. lbs.	Jan. 31, 1940. lbs.	Feb. 28, 1939. lbs.
Total S.P. meats	162,850,456	144,925,862	131,512,389
Total D.S. meats	34,125,302	30,627,769	25,923,951
Other cut meats	28,157,761	27,487,002	16,948,250
Total all meats	225,133,519	203,040,633	174,384,599
P.S. lard	172,731,075	138,463,354	78,864,528
Other lard	22,988,784	23,033,414	11,053,860
Total lard	195,739,839	161,516,768	89,918,408
S.P. regular hams	20,908,717	18,950,564	15,758,234
S.P. skinned hams	60,219,761	54,293,977	53,384,876
S.P. bellies	57,335,977	50,568,448	46,318,879
S.P. picnics	20,321,001	21,020,873	15,940,400
D.S. bellies	23,206,980	21,812,770	15,904,480
D.S. fat backs	8,339,898	8,216,999	9,663,192

Pork and Lard Markets

(Continued from page 20.)

there was some outside trading at the market. Considerable interest developed in fat backs at midweek and prices advanced $\frac{3}{4}$ to $\frac{1}{2}$ c in two jumps; there was a brisk trade in backs and although buyers were less active on Thursday, the advance was held and the tone was steady.

FRESH PORK

The fresh pork market was steady this week after feverish activity on Monday when hog receipts were exceptionally small. Sellers expected an advance later in the week but this failed to materialize. However, 8/10 loins held steady at 13c and Boston butts were unchanged at 10 $\frac{1}{2}$ c. Skinned shoulders were firm at 9 $\frac{1}{2}$ c and spareribs at 7 $\frac{1}{2}$ c.

SAUSAGE MATERIALS

Fresh regular pork trimmings were somewhat uneven this week, selling part of the time at 4 $\frac{1}{2}$ c while other lots moved at 5c. Demand was rather narrow on Thursday and goodly lots sold at 4 $\frac{1}{2}$ c. Special leans sold $\frac{1}{2}$ c lower at 10c and extra leans at 12c.

(See page 39 for later markets.)

U. K. TO BUY HUNGARIAN PORK

Considerable progress has been made by Great Britain during recent weeks in arranging to obtain supplies of Hungarian pork during the duration of the war. Hungarian bacon output, destined solely for the United Kingdom, has been increased about tenfold, and it is expected that 560,000 lbs. of bacon will be shipped weekly in the near future as a result of these arrangements.

Hungarian canned hams and picnics are already being exported to England at the rate of 88,200 lbs. per week, and this trade is expected to continue for some months to come.

An experiment is to be tried in shipping frozen pig carcasses (of Hungarian origin) by way of an Adriatic port; if successful, steady shipments will be developed. In general, Hungarian hogs are a heavy lard type.

FINANCIAL NOTES

A dividend of 75c has been declared by directors of Safeway Stores, Inc., on the common stock of the company, payable April 1 to shareholders of record March 18.

Directors of Beech-Nut Packing Co. have declared a quarterly dividend of \$1.00 on the common stock and an extra dividend of 25c. Both are payable April 1 to shareholders of record March 8.

PACKER AND FOOD STOCKS

Price ranges of listed stocks, week previous to March 8.

	—Week ended March 6.—Feb. 28.				
	Sales.	High.	Low.	Close.	Close.
Amal. Leather..	700	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Do. Pfd. ....	...	...	...	...	15
Amer. H. & L..	1,500	5 $\frac{1}{2}$	5	5 $\frac{1}{2}$	5 $\frac{1}{2}$
Do. Pfd.	100	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34 $\frac{1}{2}$	34 $\frac{1}{2}$
Amer. Stors....	900	13	13	13	13
Armour Ill. ...	30,100	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$
Do. Pr. Pfd..	4,800	55	49 $\frac{1}{2}$	55	49 $\frac{1}{2}$
Do. Pfd. ....	...	...	...	...	64 $\frac{1}{2}$
Do. Del. Pfd..	...	...	...	...	109 $\frac{1}{2}$
Beechnut Pack. ....	...	...	...	...	123 $\frac{1}{2}$
Bohack, H. C. ...	100	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$
Do. Pfd.	30	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$
Chick. Co. Oil..	1,300	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12
Childs Co.	3,000	6 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$
Cudahy Pack... ..	700	14	13 $\frac{1}{2}$	14	13
Do. Pfd.	60	60	60 $\frac{1}{2}$	60	68
First Nat. Sts. .	2,400	45 $\frac{1}{2}$	44 $\frac{1}{2}$	45 $\frac{1}{2}$	45
Gen. Foods	2,800	48 $\frac{1}{2}$	47 $\frac{1}{2}$	48 $\frac{1}{2}$	47 $\frac{1}{2}$
Do. Pfd.	100	116	116	116	117
Glidden Co.	1,400	18 $\frac{1}{2}$	17 $\frac{1}{2}$	18 $\frac{1}{2}$	17 $\frac{1}{2}$
Beechnut Pack. ....	...	...	...	...	43
Gobel Co.	8,000	3 $\frac{1}{2}$	2 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
Gr. A & P.	375	113	109	109	114
Do. 1st Pfd..	50	134	134	134	134
Hormel, G. A. ...	200	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	35
Hygrade Food..	200	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	28
Kroger G. & B. .	6,800	30 $\frac{1}{2}$	29 $\frac{1}{2}$	30 $\frac{1}{2}$	30
Libby McNeill. .	1,200	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$
Mickleberry Co.	1,150	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
M. & H. Pfd..	700	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$	7
Morrell & Co. ...	...	...	...	...	43 $\frac{1}{2}$
Nat. Tea	35,000	6 $\frac{1}{2}$	4 $\frac{1}{2}$	6 $\frac{1}{2}$	4 $\frac{1}{2}$
Proc. & Gamb. .	2,200	69 $\frac{1}{2}$	68 $\frac{1}{2}$	69 $\frac{1}{2}$	68 $\frac{1}{2}$
Do. Pr. Pfd..	600	113 $\frac{1}{2}$	113	113 $\frac{1}{2}$	113 $\frac{1}{2}$
Rath Pack.	150	84	84	84	83 $\frac{1}{2}$
Safeway Sts. ...	4,800	50 $\frac{1}{2}$	48 $\frac{1}{2}$	50 $\frac{1}{2}$	49 $\frac{1}{2}$
Do. 5 $\frac{1}{2}$ Pfd..	750	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$
Do. 6 $\frac{1}{2}$ Pfd..	...	...	...	...	113 $\frac{1}{2}$
Do. 7 $\frac{1}{2}$ Pfd..	...	...	...	...	114 $\frac{1}{2}$
Stahl Meyer....	100	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	2
Swift & Co.	5,200	23 $\frac{1}{2}$	22 $\frac{1}{2}$	23	23 $\frac{1}{2}$
Do. Intl.	3,250	32	31 $\frac{1}{2}$	32	32
Trans. Pork....	...	...	...	...	8 $\frac{1}{2}$
U. S. Leather..	500	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$
Do. A.	400	10	9 $\frac{1}{2}$	10	9 $\frac{1}{2}$
Do. Pr. Pfd..	...	...	...	...	63
United St. Yds.	3,200	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$
Do. Pfd.	400	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7
Wesson Oil....	100	25	25	25	24 $\frac{1}{2}$
Wilson & Co. ...	11,800	6	5 $\frac{1}{2}$	6	5 $\frac{1}{2}$
Do. Pfd.	2,000	70	63 $\frac{1}{2}$	68	62

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Join the nation-wide campaign to increase sausage sales by packaging your own brand in attractive, up-to-date cartons.

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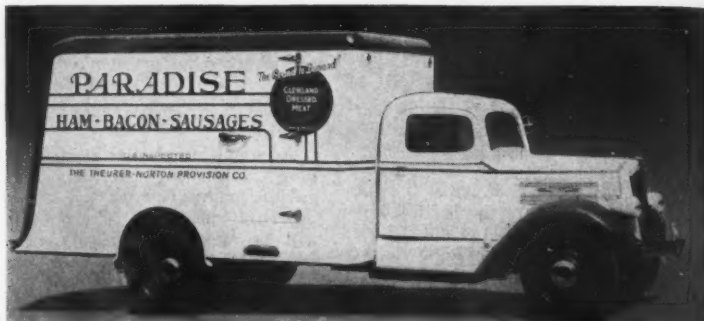
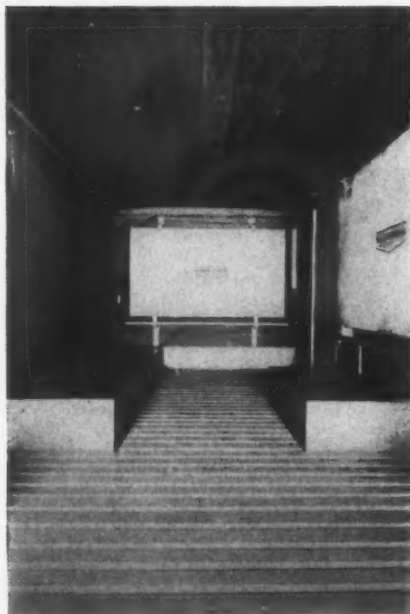
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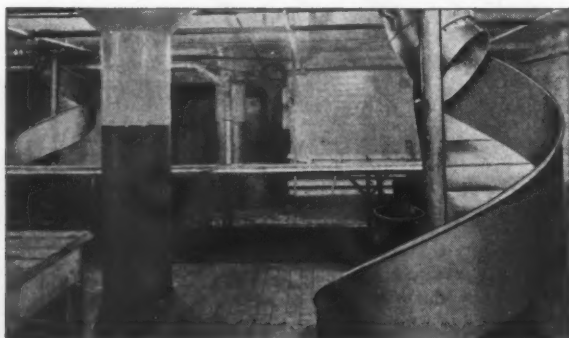
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THE stainless steel spiral chute—needing only the force of gravity to operate it—must be properly engineered and built to insure a successful installation.

Through its many years of experience building spiral chutes, Standard Conveyor Company has developed special dies and technique of construction, which by exactly the right pitch of the spiral chute accurately regulates the speed of descent of loads in relation to their bulk and weight.

Play safe—check with Standard Conveyor Company to be sure of a successful stainless steel spiral chute installation in your plant.

Write for bulletin giving complete information on modern, sanitary, corrosion-free stainless steel meat spirals by Standard.

**STANDARD CONVEYOR COMPANY
NORTH ST. PAUL, MINNESOTA**

NEW EQUIPMENT *and Supplies*

NEW TRUCK COOLING SYSTEM

A truck refrigerating system developed "to obtain 100 per cent efficiency from dry ice" has been placed on the market and is now in use in numerous packers' trucks. It is reported to give uniform, controlled temperatures at small expense for refrigerant.

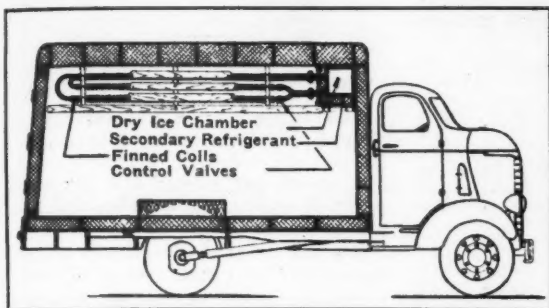
The system, known as the Broquinda system of refrigeration, consists of a bunker for a primary refrigerant and finned coils through which a patented, non-freezing secondary refrigerant is

temperature is installed in the truck cab.

Quantity of dry ice consumed depends on size of truck and number of hours it is operated. A small truck may use only 25 lbs. of refrigerant during an 8-hour run, while the dry ice bunker for a large unit can be made large enough to hold enough dry ice to refrigerate the body for 72 hours.

Among the advantages claimed for the system are the following:

- 1.—Any uniform temperature from



SKETCH OF
BROQUINDA
SYSTEM

Truck is refrigerated by a secondary refrigerant circulated in finned coils and cooled by solid carbon dioxide. Temperature of body is regulated by a valve which controls amount of refrigerant circulated.

circulated by gravity; this secondary refrigerant is cooled in a small compartment which surrounds the dry ice bunker. Operation of the system is described by its manufacturer as follows:

Elements in the secondary refrigerant cause it to flow from a higher to a lower temperature. Extreme difference in temperature between the secondary refrigerant and the truck interior creates a rapid circulation of the refrigerant in the coils, causes the warm liquid to return to the bunker, and forces the cold liquid into the bottom run of the coils.

Speed at which the secondary refrigerant circulates is governed by a valve in the coil. Any desired temperature from minus 5 degs. F. to 50 degs. F. may be maintained in the truck body. A thermometer which indicates body

minus 5 degs. F. to 50 degs. F. can be maintained.

- 2.—Light weight.
- 3.—No operating expense; no moving parts and no power required.
- 4.—Reliability; no parts to get out of order or break down.

The system is available for all sizes of bodies.

EXTERIOR AND INTERIOR

LEFT.—Sugardale Provision Co., Canton, O., has had good results with the new truck refrigerating system. Note thermometer at front of body which indicates truck body temperature and is a guide for the driver.

RIGHT.—Slatted sides and floor are used to obtain uniform air circulation over coils and product.



NEW SPEED CONTROL

Announcement has been made by the Link-Belt Co., Philadelphia, Pa., that it is now in a position to equip all sizes of the Link-Belt P. I. V. gear variable speed transmission with vernier control. Such control is designed for installations where extremely fine regulation of speed is required.

This vernier control can be supplied with either one of two ratios— $7\frac{1}{2}$ to 1 or 30 to 1. It is equipped with two hand wheels. One is for direct control. The secondary, or vernier type control hand wheel, will provide either 30 turns or $7\frac{1}{2}$ turns to one of the direct wheel.

As vernier control is said to provide the fine sensitivity required for true micrometer adjustments of speed, the manufacturers are particularly recommending it for such services as synchronizing the speeds of two machines; justifying for shrinkage and expansion of such products as textiles and paper; controlling feeders; on weighing operations; obtaining exact register; controlling the overlay of wire-covering on wire producing machinery; or wherever the uniformity of a product can be assured by such close speed regulation.

The Link-Belt Company's 40-page book No. 1574, covering vernier and other types of P. I. V. gear control, will be sent to any reader upon request addressed to the company.

FLASHES ON SUPPLIERS

WORTHINGTON PUMP AND MACHINERY CORP.—H. C. Beaver, president of the Worthington Pump and Machinery Corp., announces the election of H. A. Feldbush as a vice president of the corporation. Mr. Feldbush, who was formerly general manager of the Carbondale division of Worthington at its Harrison, N. J., works, will have charge of operations in the manufacture of air and refrigerating equipment at the Holyoke works in Massachusetts.

LIVESTOCK MARKETS *Weekly Review*

February Hog Kill is Down 1 Million Head

MORE cattle and hogs were slaughtered under federal inspection during February than in the same month last year, but calf and sheep slaughter declined slightly from the 1939 level. Volume of each class of animals slaughtered in February was somewhat under that for January this year; hog slaughter in February was approximately one million head under the number slaughtered in January.

Volume of animals processed during February as reported by U. S. Department of Agriculture, Agricultural Marketing Service, with comparisons, follows:

	Feb., 1940	Jan., 1940	Feb., 1939
Cattle	715,118	827,348	682,567
Calves	378,025	416,291	384,789
Hogs	4,277,212	5,355,793	2,890,428
Sheep and lambs.....	1,312,541	1,598,193	1,360,964

February slaughter of hogs was the largest for the month since 1929, with the exception of 1932 when 4,590,000 hogs were processed. Sheep kill in February was smaller than in any like month since 1935. Volume of cattle slaughter compared favorably with the 716,147 head processed in 1938, and was considerably larger than February volume in any year from 1929 to 1934, as well as above the 10-year average of 652,803 head.

Total kill during the first four months of the current packer year, compared with the kill in the like period a year ago, showed little change except in the case of hogs. Hog kill in the period was 4 million above the number in 1939.

FIRST THIRD OF PACKER YEAR.

	1940	1939
Cattle	3,153,185	3,029,771
Calves	1,625,353	1,674,129
Hogs	19,906,225	15,182,796
Sheep and lambs.....	5,768,240	5,617,063

CATTLE IMPORTS BELOW 1939

Cattle imports from both Mexico and Canada increased in January over December, 1939, with Mexico continuing as the chief source. As has been the case for some time, the largest proportion of cattle received are in the 200- to 700-lb. class and go into feedlots before they are marketed.

Imports from Mexico amounted to 59,984 head, more than double the number received last month, but fewer than in January, 1939. Movement from Canada also showed a gain over December, 1939, but was only one-fourth as large as in January, 1939.

Live cattle imports in January, with comparisons, were:

	Jan., 1940	Dec., 1939	Jan., 1939	Dec., 1938
700 LBS. AND OVER:				
Canada	5,745	2,509	28,743	6,623
Mexico	14,910	454	25,711	4,219
Total	20,655	2,963	54,454	10,842

200-700 LBS.:				
Canada	363	104	512	1,157
Mexico	41,634	23,554	53,658	24,172
Total	41,997	23,658	54,170	25,329

UNDER 200 LBS.:				
Canada	2,720	990	3,153	1,974
Mexico	3,440	237	2,221	98
Total	6,160	1,227	5,374	2,072
Total, other countries		156	47	6
Grand total	68,812	28,004	114,045	38,249
Canada total	8,828	3,759	32,455	9,760
Mexico total	59,984	24,245	81,590	28,489

FEBRUARY HOG MARKETS

Hog receipts at 12 principal markets during February totaled 1,478,756 head compared with 936,973 in February, 1939. Receipts for the first five months of the hog marketing year (October to February, inclusive) at these markets totaled 7,663,552 head. For the first two months of 1940 the total was 3,406,954 head compared with 2,264,998 in the same period a year ago.

Chicago hog receipts during February were about 78 per cent of the January volume, and the smallest since November, but were substantially larger than in 1939. The month's total was 164 per cent of the February supply last year.

Hog quality has been high during most of the winter, but declined in February. Last year's spring pigs, which put on most of their weight during the summer when the corn-hog price ratio was satisfactory, have been well finished, but the fall pigs have been rather light in weight.

STEER WEIGHTS AND PRICES

Beef steers sold at Chicago during February, 1940, totaled 72,537 head, falling into the following grades: 8.5 per cent choice and prime; 41.9 per cent good; 43.4 per cent medium, and 6.2 per cent common.

Average weights and average prices for the different grades were as follows:

	Avg. Wt. lbs.	Avg. Price
Choice and prime.....	1,238	\$10.89
Good	1,193	9.53
Medium	1,034	8.38
Common	876	7.30
All grades	1,109	9.08

LARD YIELD AND PRODUCTION

Average yield of lard (rendered weight) per animal during January, 1940, was 34.07 lbs., compared with 33.40 lbs. in December and 32.86 lbs. in January, 1939. This yield was 14.62 per cent of the live weight in January, 1940, 14.39 per cent in December and 13.97 per cent in January, 1939.

Production, estimated on the basis of number of hogs slaughtered under federal inspection (including leaf) totaled 182,039,000 lbs. in January, 1940.



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CORN BELT DIRECT TRADING

(Reported by U. S. Department of Agriculture, Agricultural Marketing Service.)

Des Moines, Ia., March 7, 1940.—At 16 concentration points and 10 packing plants in Iowa and Minnesota supply and demand were about balanced in the first four days of this week, and prices closed the period little changed from last week's close. Receipts continued considerably heavier than a year ago but slightly lighter than in recent weeks.

On Thursday's session, good to choice, 180-220-lb. butchers sold from \$4.95@5.30, largely \$5.00@5.20 at plants and \$5.00@5.10 at yards; 220-240-lb., \$4.80@5.15; 240-270-lb., \$4.65@4.95; 270-300-lb., \$4.45@4.80; 300-330-lb., \$4.30@4.65; 330-360-lb., \$4.20@4.50; better grade 160-180-lb., \$4.45@5.10; sows 330-lb. down, \$3.95-4.30; largely \$4.05@4.25 at plants; 330-400-lb. sows, \$3.80@4.15; 400-500-lb., \$3.55@4.00.

Receipts at Corn Belt markets for week ended March 7:

	This week.	Last week.
Friday, Mar. 1.....	37,800	20,100
Saturday, Mar. 2.....	31,400	34,400
Monday, Mar. 4.....	41,700	42,200
Tuesday, Mar. 5.....	29,100	32,300
Wednesday, Mar. 6.....	37,700	38,300
Thursday, Mar. 7.....	28,800	31,600

HOG WEIGHTS AND PRICES

Barrows and gilts marketed at Chicago, Kansas City, Omaha and St. Joseph during February were lighter than in the same month a year ago, but were heavier at National Stock Yards and St. Paul.

Average weights of packing sows at all of the six markets except St. Paul were lighter this February than in 1939. The Agricultural Marketing Service reports average weights and prices at the six markets in February, 1940, compared with the same month in 1939, were as follows:

	Barrows and Gilts		Packing Sows	
	Feb. 1940.	Feb. 1939.	Feb. 1940.	Feb. 1939.
Chicago.....	241	245	445	450
Kansas City.....	220	220	404	425
Omaha.....	233	247	419	448
National Stock Yards.....	227	215	395	409
St. Joseph.....	221	229	407	427
St. Paul.....	233	225	445	441

Average costs of these classes at the same markets during February, 1940, and a year earlier were:

	Feb. 1940.	Feb. 1939.	Feb. 1940.	Feb. 1939.
Chicago.....	\$5.10	\$7.86	\$4.34	\$6.01
Kansas City.....	4.98	7.59	4.07	6.04
Omaha.....	4.83	7.52	4.01	6.73
National Stock Yards.....	5.32	7.94	4.36	6.01
St. Joseph.....	4.96	7.06	4.10	6.05
St. Paul.....	4.87	7.56	4.07	6.71

Average weights of droves at Denver and Wichita also averaged lighter in February compared with the same month a year ago.

	Hogs Feb. 1940	Hogs Feb. 1940
	lbs.	lbs.
Wichita.....	199	216
Denver.....	231	237

LIVESTOCK PRICES AT LEADING MARKETS

Livestock prices at five leading Western Markets, Thursday, March 7, 1940, as reported by U. S. Department of Agriculture, Agricultural Marketing Service:

Hogs (soft & cily not quoted). CHICAGO. NAT. STL. YDS. OMAHA. KANS. CITY. ST. PAUL.

BARROWS AND GILTS:

Good-choice:

120-140 lbs.....	\$ 3.75@ 4.40	\$ 3.75@ 4.25			\$ 4.00@ 4.25
140-160 lbs.....	4.15@ 5.00	4.25@ 4.80	\$ 4.40@ 5.10	\$ 4.75@ 5.30	4.00@ 4.75
160-180 lbs.....	4.90@ 5.45	4.75@ 5.45	4.85@ 5.35	5.00@ 5.40	4.75@ 5.20
180-200 lbs.....	5.20@ 5.50	5.35@ 5.45	5.25@ 5.40	5.25@ 5.45	5.10@ 5.20
200-220 lbs.....	5.25@ 5.50	5.35@ 5.45	5.25@ 5.40	5.25@ 5.45	5.10@ 5.20
220-240 lbs.....	5.20@ 5.50	5.20@ 5.45	5.20@ 5.40	5.25@ 5.40	4.90@ 5.15
240-270 lbs.....	4.95@ 5.30	5.00@ 5.35	5.00@ 5.30	5.00@ 5.30	4.55@ 5.00
270-300 lbs.....	4.85@ 5.05	4.85@ 5.10	4.85@ 5.10	4.80@ 5.10	4.50@ 4.80
300-330 lbs.....	4.70@ 4.95	4.75@ 5.00	4.70@ 4.90	4.70@ 4.90	4.40@ 4.60
330-360 lbs.....	4.60@ 4.85	4.70@ 4.90	4.65@ 4.80	4.60@ 4.75	4.30@ 4.40

Medium:					
160-220 lbs.....	4.50@ 5.25	4.35@ 5.25	4.35@ 5.25	4.65@ 5.30	4.25@ 5.00

SOWS:

Good and choice:

270-300 lbs.....	4.60@ 4.75	4.55@ 4.75	4.40@ 4.60	4.35@ 4.50	4.15@ 4.20
300-330 lbs.....	4.50@ 4.65	4.55@ 4.70	4.40@ 4.60	4.35@ 4.50	4.15@ 4.20
330-360 lbs.....	4.45@ 4.60	4.40@ 4.65	4.25@ 4.50	4.30@ 4.40	4.15@ 4.20

Good:

360-400 lbs.....	4.40@ 4.55	4.35@ 4.55	4.25@ 4.40	4.25@ 4.35	4.15@ 4.20
400-450 lbs.....	4.30@ 4.50	4.25@ 4.45	4.25@ 4.35	4.15@ 4.30	4.10@ 4.15
450-500 lbs.....	4.20@ 4.40	4.15@ 4.35	4.25 only	4.00@ 4.25	4.10@ 4.15

Medium:

250-500 lbs.....	3.75@ 4.25	3.75@ 4.35	4.00@ 4.25	3.85@ 4.35	3.90@ 4.00
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PIGS (Slaughter):

Med. & good, 90-120 lbs.....	3.25@ 4.00	3.25@ 3.75			3.50@ 4.00
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Slaughter Cattle, Vealers and Calves:

STEERS, choice:

750-900 lbs.....	11.50@12.75	10.50@11.50	10.50@11.50	10.25@11.50	9.50@10.75
900-1100 lbs.....	11.50@12.75	10.50@11.50	10.50@11.50	10.25@11.50	9.75@11.00
1100-1300 lbs.....	11.25@12.50	10.50@11.25	10.25@11.50	10.00@11.25	9.75@10.75
1300-1500 lbs.....	11.00@12.50	10.25@11.25	10.00@11.50	9.75@11.00	9.50@10.50

STEERS, good:

750-900 lbs.....	9.50@11.50	8.75@10.50	9.25@10.50	8.75@10.25	8.50@ 9.85
900-1100 lbs.....	9.25@11.50	8.75@10.50	9.00@10.50	8.75@10.25	8.75@10.00
1100-1300 lbs.....	9.25@11.25	8.50@10.50	8.75@10.25	8.75@10.00	8.50@ 9.75
1300-1500 lbs.....	9.25@11.00	8.50@10.25	8.50@10.00	8.75@ 9.75	8.50@ 9.75

STEERS, medium:

750-1100 lbs.....	7.75@ 9.25	7.75@ 8.75	7.75@ 8.75	7.75@ 8.75	7.25@ 8.75
1100-1300 lbs.....	7.75@ 9.25	7.75@ 8.75	7.75@ 8.75	7.75@ 8.75	7.25@ 8.50

STEERS, common:

750-1100 lbs.....	6.75@ 7.75	6.75@ 7.75	6.25@ 7.75	6.50@ 7.75	6.25@ 7.25
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HEIFERS, HEIFERS AND MIXED:

Choice, 500-750 lbs.....

Choice, 500-750 lbs.....	10.75@11.75	9.50@10.50	9.50@10.50	9.50@10.50	9.00@10.25
Good, 500-750 lbs.....	9.25@10.75	8.50@ 9.50	8.50@ 9.50	8.25@ 9.50	8.15@ 9.50

HEIFERS:

Choice, 750-900 lbs.....	9.75@11.00	9.25@10.50	9.00@10.25	9.25@10.25	8.85@ 9.50
Good, 750-900 lbs.....	9.00@10.00	8.25@ 9.50	8.25@ 9.00	8.00@ 9.50	8.00@ 9.00
Medium, 500-900 lbs.....	7.75@ 9.00	7.25@ 8.50	7.25@ 8.25	7.00@ 8.25	6.75@ 8.25
Common, 500-900 lbs.....	6.25@ 7.75	6.25@ 7.25	6.00@ 7.25	6.00@ 7.00	6.00@ 7.00

COWS, all weights:

Good.....	6.75@ 7.50	6.25@ 7.00	6.50@ 7.00	6.25@ 7.00	6.00@ 6.75
Medium.....	6.75@ 7.50	5.50@ 6.25	5.50@ 6.50	5.50@ 6.25	5.25@ 6.00
Cutter and common.....	4.75@ 5.75	4.50@ 5.50	4.50@ 5.50	4.25@ 5.50	4.50@ 5.25
Canner (low cutter).....	3.75@ 4.75	3.50@ 4.50	4.00@ 4.50	3.50@ 4.25	3.50@ 4.50

BULLS (Ylgs. Excl.), all weights:

Beef, good.....	4.50@ 7.15	6.65@ 6.90	6.50@ 7.00	6.35@ 6.75	6.50@ 6.75
Sausage, good.....	6.75@ 7.35	6.65@ 6.75	6.35@ 6.60	6.25@ 6.50	6.25@ 6.50
Sausage, medium.....	6.50@ 7.00	6.50@ 6.65	6.00@ 6.35	5.50@ 6.25	5.75@ 6.40
Sausage, cutter & com.....	6.00@ 6.50	5.75@ 6.50	5.25@ 6.00	5.00@ 5.50	5.00@ 5.75

VEALERS, all weights:

Good and choice.....	9.50@11.50	9.50@10.75	8.50@10.00	8.50@11.00	8.50@10.50
Common and medium.....	7.00@ 9.50	7.25@ 9.50	7.50@ 8.50	6.00@ 8.50	6.00@ 8.50
Cull.....	5.50@ 7.00	5.00@ 7.25	5.00@ 7.50	5.00@ 6.00	4.50@ 6.00

CALVES, 400 lbs. down:

Good and choice.....	7.50@ 8.50	7.75@ 9.25	7.50@ 9.00	7.50@ 9.25	8.00@ 9.50
Common and medium.....	6.00@ 7.50	6.25@ 7.75	6.00@ 7.50	6.00@ 7.50	6.00@ 8.50
Cull.....	5.00@ 6.00	5.00@ 6.25	5.00@ 6.00	5.00@ 6.00	4.50@ 6.00

Slaughter Lambs and Sheep:

LAMBS:

Choice (closely sorted).....	10.25@10.50				
*Good and choice.....	9.75@10.10	9.65@ 9.90	9.60@ 9.85	9.75@10.00	
*Medium and good.....	9.25@ 9.75	9.00@ 9.50	9.25@ 9.50	8.75@ 9.50	8.75@ 9.50
Common.....	7.75@ 9.00	7.00@ 8.75	7.25@ 9.25	7.25@ 8.50	7.00@ 8.50

YEARLING WETHERS (shorn):

Good and choice.....	8.50@ 9.25				
Medium.....	7.50@ 8.75				

EWES (shorn):

Good and choice.....	5.25@ 6.25	4.00@ 5.00	4.25@ 5.50	4.25@ 5.25	4.75@ 5.50
Common and medium.....	3.25@ 5.25	2.75@ 4.00	3.00@ 4.25	2.50@ 4.25	3.00@ 4.75

*Quotations based on animals of current seasonal market weights and wool growth.

*Quotations on slaughter lambs of good and choice and of medium and good grades, as combined, represent lots averaging within the top half of good and the top half of medium grades, respectively.

PACIFIC COAST LIVESTOCK

Receipts for 5 days ended Mar. 2:

	Cattle.	Calves.	Hogs.	Sheep.
Los Angeles.....	3,650	834	2,157	1,361
San Francisco.....	1,000	25	1,960	800
Portland.....	2,570	155	8,855	2,000

CHICAGO PACKER PURCHASES

Purchases of livestock at Chicago by the principal packers for the first three days this week were 18,398 cattle, 2,479 calves, 38,939 hogs and 17,273 sheep.

PACKERS' PURCHASES

Purchases of livestock by packers at principal centers for the week ending Saturday, March 2, 1940, as reported to The National Provisioner:

CHICAGO.

Armour and Company, 4,744 hogs; Swift & Company, 4,888 hogs; Wilson & Co., 7,537 hogs; Western Packing Co., Inc., 2,413 hogs; Agar Packing Co., 6,554 hogs; shippers, 12,538 hogs; others, 36,948 hogs.
Total: 52,555 cattle; 8,441 calves; 75,817 hogs; 47,823 sheep.

KANSAS CITY.

	Cattle.	Calves.	Hogs.	Sheep.
Armour and Company	2,376	585	2,257	5,391
Cudaby Pkg. Co.	1,963	454	1,279	4,719
Swift & Company	1,372	457	1,717	3,374
Wilson & Co.	1,348	492	1,430	3,752
Ind. Pkg. Co.	881	...	360	...
Kornblum Pkg. Co.	1,780	52	4,666	1,993
Others	...	...	...	...
Total	9,740	2,040	11,709	19,229

OMAHA.

	Cattle.	Calves.	Hogs.	Sheep.
Armour and Company	3,898	6,696	5,189	...
Cudaby Pkg. Co.	3,548	4,800	4,895	...
Swift & Company	3,034	4,318	3,432	...
Wilson & Co.	1,446	3,454	2,998	...
Others	...	...	12,434	...
Total	14,224	4,566	31,502	...

Cattle and calves: Eagle Pkg. Co., 21; Greater Omaha Pkg. Co., 92; Geo. Hoffmann, 33; Lewis Pkg. Co., 528; Nebraska Beef Co., 555; Omaha Pkg. Co., 194; John Roth, 117; South Omaha Pkg. Co., 473; Lincoln Pkg. Co., 185.
Total: 14,224 cattle and calves; 31,502 hogs; 16,314 sheep.

EAST ST. LOUIS.

	Cattle.	Calves.	Hogs.	Sheep.
Armour and Company	2,603	1,058	9,246	2,166
Swift & Company	2,455	953	8,299	2,318
Hunter Pkg. Co.	1,583	326	3,622	493
Hell Pkg. Co.	...	...	2,528	...
Krey Pkg. Co.	...	...	1,635	...
Laclede Pkg. Co.	...	...	2,509	...
Sleloff Pkg. Co.	...	...	1,696	...
Shippers	2,757	2,094	20,335	68
Others	2,292	165	1,335	469
Total	11,690	4,566	48,774	5,514

Not including 1,364 cattle, 2,920 calves, 35,919 hogs, and 984 sheep bought direct.

ST. JOSEPH.

	Cattle.	Calves.	Hogs.	Sheep.
Swift & Company	1,506	289	7,669	11,566
Armour and Company	1,711	371	6,925	7,230
Others	1,182	89	1,402	1,424
Total	4,399	749	15,996	20,220

SIoux CITY.

	Cattle.	Calves.	Hogs.	Sheep.
Cudaby Pkg. Co.	2,082	76	10,126	2,358
Armour and Company	2,073	48	10,294	3,273
Swift & Company	1,746	64	6,096	2,212
Shippers	2,412	37	8,146	194
Others	238	9	88	...
Total	8,549	234	34,750	8,037

OKLAHOMA CITY.

	Cattle.	Calves.	Hogs.	Sheep.
Armour and Company	1,325	472	1,952	629
Wilson & Co.	1,489	605	1,925	673
Others	243	82	2,017	...
Total	3,057	1,159	5,894	1,302

Not including 67 cattle and 940 hogs bought direct.

WICHITA.

	Cattle.	Calves.	Hogs.	Sheep.
Cudaby Pkg. Co.	695	573	2,329	4,579
Doid Pkg. Co.	406	106	1,010	115
Wichita D. B. Co.	11	...	...	...
Dunn-Osterlag	38	...	...	...
Fred W. Dold	106	...	686	...
Sundflower Pkg. Co.	39	...	383	...
Pioneer Cattle Co.	...	...	...	...
Keefe Pkg. Co.	37	...	...	...
Interstate Pkg. Co.	182	...	...	...
Total	1,514	679	4,629	4,694

Not including 36 cattle and 2,841 hogs bought direct.

DENVER.

	Cattle.	Calves.	Hogs.	Sheep.
Armour and Company	865	158	1,704	8,958
Swift & Company	669	134	1,960	9,307
Cudaby Pkg. Co.	702	65	1,449	1,816
Others	1,866	290	1,764	9,233
Total	4,102	617	6,877	29,324

FT. WORTH.

	Cattle.	Calves.	Hogs.	Sheep.
Armour and Company	1,683	455	3,954	2,991
Swift & Company	1,820	689	2,615	3,308
Blue Bonnet Pkg. Co.	85	10	1,069	22
City Pkg. Co.	224	11	952	...
Rosenthal Pkg. Co.	18	3	183	...
Total	3,830	1,168	8,783	6,321

ST. PAUL.

	Cattle.	Calves.	Hogs.	Sheep.
Armour and Company	2,530	2,011	21,918	2,901
Riffin Pkg. Co.	940	31	...	...
Swift & Company	5,039	3,855	26,315	4,385
United Pkg. Co.	2,074	170	...	...
Cudaby Pkg. Co.	659	2,045	...	...
Others	1,846	1,196	...	...
Total	12,788	7,308	48,233	7,286

INDIANAPOLIS.

	Cattle.	Calves.	Hogs.	Sheep.
Kingan & Co.	1,772	553	17,238	772
Armour and Company	1,069	147	2,518	...
Hilgemeier Bros.	10	...	1,200	...
Stumpf Bros.	...	...	146	...
Melior Pkg. Co.	61	4	267	...
Stark & Wetzel	209	22	450	...
Wabnitz and Deters	34	47	395	15
Maass Hartman Co.	33	27	...	...
Shippers	2,532	1,898	21,681	3,472
Others	1,068	77	424	383
Total	6,788	2,775	44,310	4,642

CINCINNATI.

	Cattle.	Calves.	Hogs.	Sheep.
S. W. Gall's Sons	...	15	...	340
E. Kahn's Sons	650	356	7,260	255
Lehrey Packing Co.	...	...	...	...
H. H. Meyer Pkg. Co.	7	...	4,173	...
J. Schlachter's Sons	150	174	...	30
J. & F. Schroth P. Co.	18	...	3,261	...
J. F. Stegner Co.	404	278	...	4
Shippers	130	190	2,777	...
Others	1,468	616	945	297
Total	2,702	1,489	12,572	926

Not including 800 cattle and 2,988 hogs bought direct.

RECAPITULATION.[†] CATTLE.

	Week ended Mar. 2.	Prev. week.	Cor.
Chicago	32,555	34,296	29,968
Kansas City	9,740	10,084	10,110
Omaha	14,224	16,333	12,403
East St. Louis	11,690	10,758	8,969
St. Joseph	4,369	5,103	3,605
Sioux City	8,549	9,690	7,171
Oklahoma City	3,054	2,975	2,004
Wichita	1,514	1,783	1,939
Denver	4,102	3,422	3,596
St. Paul	12,788	13,643	10,375
Milwaukee	3,362	3,280	4,165
Indianapolis	6,788	6,244	5,287
Cincinnati	2,702	2,746	2,682
Ft. Worth	3,830	4,079	4,144
Total	119,267	125,826	106,236

HOGS.

	Week ended Mar. 2.	Prev. week.	Cor.
Chicago	73,317	75,768	49,284
Kansas City	11,709	11,358	5,313
Omaha	31,502	35,192	19,509
East St. Louis	48,774	46,322	39,014
St. Joseph	15,696	18,918	6,436
Sioux City	34,750	35,363	19,943
Oklahoma City	5,894	4,595	5,132
Wichita	4,629	3,781	2,208
Denver	6,877	7,601	4,744
St. Paul	48,233	45,951	20,822
Milwaukee	10,925	9,864	7,781
Indianapolis	44,319	41,591	29,503
Cincinnati	12,572	17,770	17,509
Ft. Worth	8,783	6,649	4,248
Total	357,980	365,337	231,436

SHEEP.

	Week ended Mar. 2.	Prev. week.	Cor.
Chicago	47,330	42,905	62,115
Kansas City	19,229	17,461	25,327
Omaha	16,314	20,078	17,829
East St. Louis	5,514	6,554	6,208
St. Joseph	20,220	17,464	16,183
Sioux City	8,037	12,236	9,722
Oklahoma City	1,302	683	989
Wichita	4,694	5,227	2,297
Denver	29,324	29,002	18,895
St. Paul	7,286	13,533	11,030
Milwaukee	1,060	1,163	1,113
Indianapolis	4,642	5,281	5,871
Cincinnati	928	714	1,148
Ft. Worth	6,321	4,467	6,076
Total	172,219	176,838	187,313

*Cattle and calves.

†Not including directs.

ST. LOUIS HOGS IN FEBRUARY

Receipts, weights and range of top prices for hogs at National Stock Yards, Ill., for February, 1940, with comparisons, reported by H. L. Sparks & Co.:

	Feb. 1940.	Feb. 1939.
Total receipts	243,896	188,623
Average weight, lbs.	241	226
Top prices:		
Highest	\$5.75	\$5.35
Lowest	\$5.35	\$7.90
Average cost	\$5.10	7.84

CHICAGO LIVESTOCK

Statistics of livestock at the Chicago Union Stock Yards for current and comparative periods.

RECEIPTS.

	Cattle.	Calves.	Hogs.	Sheep.
Mon., Feb. 26	14,632	747	24,589	16,301
Tues., Feb. 27	6,034	1,437	24,350	8,903
Wed., Feb. 28	7,106	814	20,500	8,537
Thurs., Feb. 29	5,887	942	19,836	12,308
Fri., Mar. 1	871	252	16,752	5,835
Sat., Mar. 2	400	...	7,500	3,000

*Total this week... 34,915 4,196 113,796 52,912
Prev. week... 36,539 4,232 113,168 53,906
Year ago... 31,358 4,469 65,397 64,616
Two years ago... 37,196 6,448 58,771 44,242

SHIPMENTS.

	Cattle.	Calves.	Hogs.	Sheep.
Mon., Feb. 26	3,295	...	8,199	3,945
Tues., Feb. 27	1,972	7	2,130	2,566
Wed., Feb. 28	2,606	18	1,614	890
Thurs., Feb. 29	1,672	4	1,498	2,931
Fri., Mar. 1	487	17	3,009	2,075
Sat., Mar. 2	100	...	200	500

Total this week... 10,135 46 11,780 12,697
Previous week... 10,381 54 15,207 12,321
Year ago... 8,663 185 7,313 19,279
Two years ago... 10,755 648 8,744 8,963
*Including 396 cattle, 465 calves, 39,847 hogs and 10,775 sheep direct to packers from other points.

†All receipts include directs.

MARCH AND YEAR RECEIPTS.

Receipts thus far this month and year to date with comparisons:

	March 1940.	1939.	Year 1940.	1939.
Cattle	1,271	13,571	313,589	289,909
Calves	252	2,350	37,626	52,528
Hogs	24,252	80,800	1,146,706	814,508
Sheep	8,555	33,567	413,124	321,204

WEEKLY AVERAGE PRICE OF LIVESTOCK.

	Cattle.	Hogs.	Sheep.	Lamb.
Week ended Mar. 2	\$9.15	\$5.15	\$5.25	\$9.80
Previous week	9.20	5.15	5.25	9.70
1939	10.25	7.80	4.00	9.00

SLAUGHTER REPORTS

Special reports to THE NATIONAL PROVISIONER show the number of livestock slaughtered at 16 centers for the week ended March 2, 1940.

CATTLE

	Week ended Mar. 2.	Prev. week	Cor. week, 1939.
Chicago	24,689	25,302	21,871
Kansas City	11,750	12,320	12,018
Omaha	14,304	15,185	11,820
East St. Louis	6,933	9,001	7,492
St. Joseph	4,664	5,103	3,536
Sioux City	6,351	6,970	5,644
Wichita	2,229	2,235	2,569
Fort Worth	4,998	5,054	2,188
Philadelphia	1,859	1,674	2,021
Indianapolis	1,773	1,785	1,584
New York & Jersey City	9,043	8,318	8,965
Oklahoma City	4,290	3,902	3,198
Cincinnati	2,550	2,587	3,437
Denver	3,903	3,539	4,142
St. Paul	10,283	10,816	10,375
Milwaukee	3,315	3,101	3,781
Total	112,661	119,494	109,651

*Cattle and calves.

HOGS

Chicago	121,091	106,681	64,517
Kansas City	31,897	35,518	22,306
Omaha	42,779	44,532	22,765
East St. Louis	61,326	58,192	45,136
St. Joseph	14,517	20,218	7,782
Sioux City	49,709	41,019	20,927
Wichita	7,470	6,298	4,312
Fort Worth	8,783	6,649	4,233
Philadelphia	18,118	20,937	18,633
Indianapolis	19,102	17,364	11,202
New York & Jersey City	52,279	45,380	42,007
Oklahoma City	6,834	6,110	5,589
Cincinnati	11,355	15,586	16,225
Denver	6,619	8,295	4,766
St. Paul	48,233	45,951	34,507
Milwaukee	10,925	9,863	7,696
Total	502,037	488,593	332,616

*Includes National Stock Yards, East St. Louis, Ill., and St. Louis, Mo.

SHEEP

Chicago	34,717	30,830	43,175
Kansas City	19,229	17,461	25,327
Omaha	22,468	22,113	18,333
East St. Louis	5,446	6,554	5,956
St. Joseph	18,796	16,758	14,807
Sioux City	7,843	12,198	9,654
Wichita	4,694	5,227	2,297
Fort Worth	6,321	4,467	6,075
Philadelphia	3,195	2,521	3,408
Indianapolis	1,433	2,953	2,077
New York & Jersey City	59,595	59,441	63,042
Oklahoma City	1,302	693	869
Cincinnati	927	1,102	1,223
Denver	6,624	6,238	6,768
St. Paul	7,286	13,333	11,030
Milwaukee	1,080	1,163	1,113
Total	200,956	203,452	215,788

*Not including directs.

RECEIPTS AT CHIEF CENTERS

Receipts for week ended March 2:

	Cattle	Hogs	Sheep
At 20 markets:			
Week ended Mar. 2	163,000	452,000	222,000
Previous week	170,000	473,000	247,000
1939	156,000	315,000	258,000
1938	174,000	271,000	256,000
1937	179,000	345,000	268,000
At 11 markets:			
Week ended Mar. 2			
Previous week			
1939			
1938			
1937			
At 7 markets:			
Week ended Mar. 2	115,000	333,000	153,000
Previous week	118,000	353,000	169,000
1939	105,000	202,000	169,000
1938	124,000	173,000	146,000
1937	118,000	227,000	153,000
1936	115,000	198,000	174,000

LIVESTOCK KILL IN URUGUAY

Cattle slaughter in Uruguay declined to 961,097 head in 1939 compared with 963,827 head in 1938; hog kill increased 16 per cent, totaling 107,018 head in 1939 and 92,041 head in 1938; and sheep slaughter increased 50 per cent to 1,507,752 head in 1939 against 1,007,105 head in 1938.

MEAT SUPPLIES AT EASTERN MARKETS

(Reported by the U. S. Department of Agriculture, Agricultural Marketing Service.)

WESTERN DRESSED MEATS.

	NEW YORK.	PHILA.	BOSTON.
STEERS, carcass			
Week ending March 2, 1940	8,835	2,757	2,680
Week previous	8,629	2,317	2,160
Same week year ago	8,825	2,352	2,420
COWS, carcass			
Week ending March 2, 1940	860	882	2,627
Week previous	1,204	1,123	2,324
Same week year ago	1,270	1,033	2,503
BULLS, carcass			
Week ending March 2, 1940	263	480	18
Week previous	286	505	10
Same week year ago	327	370	12
VEAL, carcass			
Week ending March 2, 1940	12,675	1,003	837
Week previous	10,527	1,120	614
Same week year ago	10,896	1,625	715
LAMB, carcass			
Week ending March 2, 1940	39,028	15,007	21,041
Week previous	32,315	13,023	13,981
Same week year ago	44,901	16,185	15,731
MUTTON, carcass			
Week ending March 2, 1940	1,720	212	374
Week previous	2,090	462	1,850
Same week year ago	2,623	629	377
PORK CUTS, lbs.			
Week ending March 2, 1940	2,737,192	533,135	517,796
Week previous	2,403,762	447,886	529,985
Same week year ago	2,018,369	563,018	346,751
BEEF CUTS, lbs.			
Week ending March 2, 1940	432,261		
Week previous	356,290		
Same week year ago	324,277		

LOCAL SLAUGHTERS.

	NEW YORK.	PHILA.	BOSTON.
CATTLE, head			
Week ending March 2, 1940	9,043	1,859	
Week previous	8,318	1,674	
Same week year ago	8,965	2,021	
CALVES, head			
Week ending March 2, 1940	13,956	3,053	
Week previous	11,998	2,419	
Same week year ago	14,213	2,670	
HOGS, head			
Week ending March 2, 1940	50,970	18,118	
Week previous	45,380	20,937	
Same week year ago	41,775	18,633	
SHEEP, head			
Week ending March 2, 1940	59,595	3,195	
Week previous	59,441	2,521	
Same week year ago	63,042	3,408	

Country dressed product at New York totaled 5,642 veal, no hogs and 353 lambs. Previous week 4,271 veal, no hogs and 345 lambs in addition to that shown above.

WEEKLY INSPECTED KILL

Number of animals processed in 27 selected centers for week ended March 1, with comparisons:

	Cattle	Calves	Hogs	Sheep
New York Area ¹	9,043	13,928	52,279	61,501
Phila. & Balt.	3,204	1,421	35,317	1,983
Ohio-Indiana				
Group ²	9,198	3,827	51,719	6,167
Chicago	30,464	6,132	121,091	59,871
St. Louis Area ³	11,143	6,040	61,326	7,671
Kansas City	11,332	4,112	31,897	22,497
Southwest Group ⁴	13,487	4,492	40,270	34,661
Omaha	16,093	1,125	42,779	27,306
Sioux City	7,201	248	40,709	11,202
St. Paul-Wisc.				
Group ⁵	21,223	27,288	128,010	14,148
Interior Iowa				
& So. Minn. ⁶	16,731	5,896	174,185	42,479
Total	149,029	74,509	779,582	289,486
Total prev. week	120,570	64,932	712,816	244,240
Total last year, 128,564	73,916	502,219	280,422	

¹Includes New York City, Newark, and Jersey City. ²Includes Cincinnati and Cleveland, Ohio, and Indianapolis, Ind. ³Includes National Stock yards and East St. Louis, Ill., and St. Louis, Mo. ⁴Includes So. St. Joseph, Wichita, Oklahoma City, and Ft. Worth. ⁵Includes St. Paul, Minn., Madison, and Milwaukee, Wisconsin. ⁶Includes Albert Lea and Austin, Minn., and Cedar Rapids, Des Moines, Ft. Dodge, Mason City, Marshalltown, Ottumwa, Storm Lake, and Waterloo, Iowa.

Packing plants included in above tabulation slaughtered in March and April, 1939, approximately 75 per cent of the cattle, 72 per cent of the calves, 73 per cent of the hogs and 83 per cent of the sheep and lambs slaughtered under federal inspection in that two months' period.

CANADIAN LIVESTOCK PRICES

	Week ended Feb. 29.	Last week, 1939.	Same week, 1939.
STEERS.			
Toronto	\$ 7.50	\$ 7.50	\$ 8.25
Montreal	7.50	7.75	7.75
Winnipeg	7.00	7.00	7.00
Calgary	6.75	6.50	7.00
Edmonton	6.75	7.00	6.50
Prince Albert			6.00
Moose Jaw	6.25	6.25	6.25
Saskatoon	7.00	6.25	6.25
Regina	6.50	6.35	6.75
Vancouver	7.25	7.00	6.65

VEAL CALVES.

Toronto	\$12.00	\$12.25	\$11.50
Montreal	11.50	11.50	10.00
Winnipeg	9.50	9.50	9.00
Calgary	9.50	9.50	8.50
Edmonton	10.25	9.50	8.50
Prince Albert	7.50		7.00
Moose Jaw	7.75	8.00	6.00
Saskatoon	8.00	9.25	8.00
Regina	9.25	9.50	8.00
Vancouver			

BACON HOGS.

Toronto	\$ 9.00	\$ 9.00	\$ 9.50
Montreal	9.40	9.40	10.00
Winnipeg	8.60	8.60	9.35
Calgary	8.45	8.35	9.00
Edmonton	8.50	8.50	9.10
Prince Albert	8.30	8.30	9.10
Moose Jaw	8.35	8.35	9.20
Saskatoon	8.30	8.30	9.10
Regina	8.35	8.35	9.20
Vancouver	8.55	8.50	9.25

¹Montreal and Winnipeg hogs sold on a "F. & W." basis; all others "off trucks."

GOOD LAMBS.

Toronto	\$ 9.85	\$10.00	\$ 8.90
Montreal	11.00	11.00	
Winnipeg	9.00	9.25	8.00
Calgary	8.25	8.50	7.00
Edmonton	8.75	8.75	7.25
Prince Albert			
Moose Jaw		8.25	
Saskatoon	8.35	8.35	
Regina			5.00
Vancouver			

¹A few early spring lambs \$10.00@11.00 per head.

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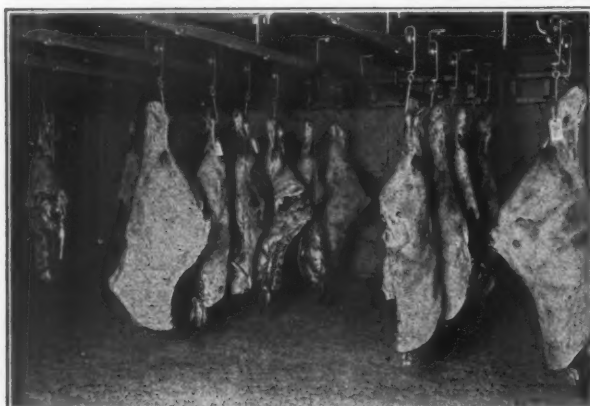
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HIDES AND SKINS IMPORTS AND EXPORTS

Hides and skins imported into the United States during the calendar year, 1939, both by quantity and value, are reported by the U. S. Department of Commerce as follows:

IMPORTS.		
	Pieces.	Lbs.
Cattle hides, dry	421,199	7,496,298
dry wet	2,825,357	126,610,953
Kipskins, dry	233,745	2,359,384
wet	354,662	5,784,456
Calfskins, dry	945,445	2,635,464
wet	2,869,698	15,799,160
Sheep and lamb skins, dry and green & woolled, 4,054,472		11,508,559
pickled, fleashears, skivers, 21,578,065		46,058,166
Sheep and lamb skins, dry, 3,086,573		6,214,015
Buffalo hides, dry and wet, 80,496		1,162,631
Indian buffalo hides, dry and wet	71,426	1,229,301
EXPORTS.		
	Pieces.	Value.
Horse, colt and ass skins, dry	1,899,857	\$ 172,024
wet	22,642,835	1,383,547
Goat and kid skins, dry	37,881,635	14,909,149
wet	1,136,047	425,699
Kangaroo and wallaby	839,434	585,012
Deer and elk skins	919,754	799,163
Reptile skins	352,332	274,414
Shark skins	510,002	59,971
Other fish skins	947,628	17,437
Other hides and skins	1,869,360	1,325,866
	Pieces.	Lbs.
Cattle hides	526,899	27,811,718
Goat skins	179,066	1,357,192
Kipskins	23,451	465,607
Goat and sheep skins	1,229,631	378,087
Other hides and skins	5,300,334	450,912

TURKEY STOCKS HIGH

A rise in turkey storage stocks has coincided with the increase in meat holdings; total stocks of turkeys in cold storage on February 1 were 65,329,000 lbs. compared with 28,264,000 lbs. a year earlier and 28,236,000 lbs. for the five-year (1935-39) February 1 average.

Production of turkeys in 1939 was estimated by the Agricultural Marketing Service to have been 22 per cent larger than in 1938. The major emphasis of distribution during the Thanksgiving-Christmas season is placed on home consumption, which for the most part involves turkeys weighing less than 16 lbs. Following this home buying season, a larger than usual proportion of last year's crop which remained to go into storage was made up of the larger sizes used for hotel and restaurant consumption.

WHOLESALE DRESSED MEAT PRICES

Wholesale prices of Western dressed meats, quoted by the U. S. Department of Agriculture, Agricultural Marketing Service, on March 6, 1940:

	CHICAGO.	BOSTON.	NEW YORK.	PHILA.
Fresh Beef:				
STEER, Choice¹:				
400-500 lbs.	\$15.50@17.00			
500-600 lbs.	15.50@17.00		\$16.50@17.50	\$18.00@18.50
600-700 lbs.	15.00@17.00	\$15.50@16.50	16.50@17.50	17.50@18.00
700-800 lbs.	14.50@16.50	15.50@16.50	16.00@17.00	17.00@17.50
STEER, Good¹:				
400-500 lbs.	13.50@15.50			
500-600 lbs.	13.50@15.50		14.50@16.00	15.00@16.50
600-700 lbs.	13.00@15.00	14.00@15.50	14.50@16.00	15.00@16.50
700-800 lbs.	13.00@14.50	14.00@15.50	14.50@15.50	15.00@16.50
STEER, Commercial¹:				
400-500 lbs.	12.00@13.50		13.50@14.50	13.00@15.00
600-700 lbs.	12.00@13.00	13.00@14.00	13.00@13.50	13.00@15.00
STEER, Utility¹:				
400-600 lbs.	11.00@12.00		12.50@13.00	
COW (all weights):				
Commercial	11.00@12.00	12.00@13.00		12.00@13.00
Utility	10.00@11.00		11.50@12.50	11.50@12.00
Cutter	9.50@10.00	10.50@11.00	10.50@11.50	11.00@11.50
Canner	9.00@ 9.50			
Fresh Veal and Calf:				
VEAL (all weights):²:				
Choice	14.50@16.00	16.50@18.00	17.00@18.00	17.00@18.00
Good	13.00@14.50	15.00@16.50	15.00@17.00	15.00@17.00
Medium	12.00@13.00	13.00@15.00	14.00@15.00	14.00@15.00
Common	10.00@12.00	12.50@14.00	13.00@14.00	13.00@14.00
CALF (all weights)², ³:				
Choice	13.00@14.00			
Good	11.50@13.00			
Medium	10.50@11.50			
Common	10.50@11.50			
Fresh Lamb and Mutton:				
LAMB, Choice:				
38 lbs. down	17.50@18.50	18.00@19.00	19.00@20.00	18.50@19.50
39-45 lbs.	17.00@18.00	17.00@18.00	18.00@19.00	18.00@19.00
46-55 lbs.	16.00@17.00	16.00@17.00	17.50@18.50	17.00@18.00
LAMB, Good:				
38 lbs. down	16.50@17.50	17.00@18.00	18.00@19.00	18.00@18.50
39-45 lbs.	16.00@17.00	16.00@17.00	17.50@18.50	17.50@18.00
46-55 lbs.	15.00@16.00	15.00@16.00	17.00@18.00	16.50@17.50
LAMB, Medium:				
All weights	14.50@15.50	15.00@17.00	16.00@18.00	16.50@17.50
LAMB, Common:				
All weights	13.50@14.50	14.00@16.00	15.00@17.00	
MUTTON (Ewe) 70 lbs. down:				
Good	8.00@ 9.00	9.00@10.00	9.50@10.50	
Medium	7.00@ 8.00	8.00@ 9.00	8.50@ 9.50	
Common	6.00@ 7.00	7.00@ 8.00	7.50@ 8.50	
Fresh Pork Out:				
LOINS:				
8-12 lbs.	12.50@13.50	13.50@14.50	13.50@14.50	13.50@14.00
10-12 lbs.	12.50@13.50	13.50@14.50	13.50@14.50	13.50@14.00
12-15 lbs.	12.00@12.50	13.00@13.50	13.00@13.50	12.50@13.50
16-22 lbs.	11.00@11.50	11.50@12.50	11.50@12.50	11.50@12.50
SHOULDERS, Skinned, N. Y. Style:				
8-12 lbs.	8.50@ 9.50		10.00@11.00	10.00@11.00
PICNICS:				
6-8 lbs.	8.00@ 8.50	10.00@10.50		
BUTTS, Boston Style:				
4-8 lbs.	10.00@11.00		11.50@12.50	11.50@12.50
SPARE RIBS:				
Half Sheets	7.50@ 8.50			
TRIMMINGS:				
Regular	4.50@ 5.00			

¹ Includes heifer 300-450 lbs. and steer down to 300 lbs. at Chicago. ² "Skin on" at New York and Chicago. ³ Includes sides at Boston and Philadelphia.

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D. S. Fat Backs
D. S. Rough Ribs
Other D. S. Meats
Export Cuts
Fresh Pork Cuts
Barrelled Pork and Beef

Lard

Cash
Refined
Neutral
Futures

Sausage Materials

Pork Trimmings
Boneless Beef
Dressed Beef for Boning
Pork and Beef Offal
Beef Ham Sets

Tallow and Grease

Oleo Oil and Stearine

Cottonseed Oil

Hides and Calfskins

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Market Statistics

Hog Markets
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CHICAGO

CHICAGO MARKET PRICES

WHOLESALE FRESH MEATS

Carcass Beef		Cor. week,	
		March 6, 1940.	1939.
		per lb.	per lb.
Prime native steers—			
400-600	17	@18½	20 @20½
600-800	17	@18½	20 @20½
800-1000	17	@18½	20 @21
Good native steers—			
400-600	15½	@16½	17 @17½
600-800	14½	@15½	17 @17½
800-1000	14½	@15½	17 @17½
Medium steers—			
400-600	14½	@15½	14½ @15
600-800	14	@14½	14½ @15
800-1000	14	@14½	14½ @16
Heifers, good, 400-600	14	@15½	16 @17
Cows, 400-600	10½	@11½	12 @13½
Hind quarters, choice	21	@22	24 @24
Fore quarters, choice	13	@14	@16½

Beef Cuts

Steer loins, prime	unquoted	unquoted
Steer loins, No. 1	@33	@30
Steer loins, No. 2	@27	@25
Steer short loins, prime	unquoted	unquoted
Steer short loins, No. 1	@43	@40
Steer short loins, No. 2	@34	@28
Steer loin ends (hips)	@24	@25
Steer loin ends No. 2	@22	@23
Cow loins	@17½	@18
Cow short loins	@10½	@11½
Cow loin ends (hips)	@16	@17
Steer ribs, prime	unquoted	unquoted
Steer ribs, No. 1	@25	@22
Steer ribs, No. 2	@19	@20
Cow ribs, No. 1	@12½	@15
Cow ribs, No. 2	@12	@13
Steer rounds, prime	unquoted	unquoted
Steer rounds, No. 1	@16½	@17
Steer rounds, No. 2	@15½	@16
Steer chucks, prime	unquoted	unquoted
Steer chucks, No. 1	@13½	@14
Steer chucks, No. 2	@12½	@13½
Cow rounds	@13	@14
Cow chucks	@11	@12½
Steer plates	@7½	@11½
Medium plates	@7	@9
Briskets, No. 1	@12	@15
Cow navel ends	@6	@10
Steer navel ends	@5	@9
Fore shanks	@8½	@10½
Hind shanks	@8½	@10½
Strip loins, No. 1 bbls.	@50	@50
Strip loins, No. 2	@25	@27
Sirloin butts, No. 1	@20	@20
Sirloin butts, No. 2	@20	@20
Beef tenderloins, No. 1	@55	@55
Beef tenderloins, No. 2	@45	@45
Rump butts	@21	@20
Flank steaks	@21	@20
Shoulder clods	@16½	@16½
Hanging tenderloins	@17	@17
Insides, green, 6@8 lbs.	@18	@17½
Outsides, green, 5@6 lbs.	@16	@16½
Knuckles, green, 5@6 lbs.	@17	@17

Beef Products

Brains	@6	@7
Hearts	@9	@10
Tongues	@18	@20
Sweetbreads	@17	@17
Ox-tail	@10	@12
Fresh tripe, plain	@10	@10
Fresh tripe, H. C.	@11½	@11½
Livers	@20	@20
Kidneys	@9	@10

Veal

Choice carcass	@17	16 @17
Good carcass	15	@16
Good saddles	20	@21
Good racks	14	@14
Medium racks	12	@13

Veal Products

Brains, each	@10	@10
Sweetbreads	@30	@36
Calf livers	@45	@55

Lamb

Choice lambs	@19	@17
Medium lambs	@18	@16
Choice saddles	@23	@19
Medium saddles	@22	@18
Choice fores	@15	@13
Medium fores	@14	@12
Lamb fries	@32	@31
Lamb tongues	@17	@16
Lamb kidneys	@15	@20

Mutton

Heavy sheep	@7	@9
Light sheep	@10	@12
Heavy saddles	@9	@12
Light saddles	@8	@12
Heavy fores	@5	@7
Light fores	@4	@7
Mutton legs	@13	@15
Mutton loins	@10	@12
Mutton stew	@6	@7
Sheep tongues	@10	@12½
Sheep heads, each	@11	@10

Fresh Pork and Pork Products

Pork loins, 8-10 lbs. av.	@13½	@18
Picnics	@9	@13
Skinned shoulders	@9½	@14
Tenderloins	@25	@32
Spare ribs	@9	@13
Back fat	@5½	@8
Boston butts	@11	@17
Boneless butts, cellar trim, 2@4	@14	@20
Hocks	@8	@11
Tails	@5	@10
Neck bones	@4	@4
Slip bones	@9	@11
Blade bones	@9	@11
Pigs' feet	@4	@4
Kidneys, per lb.	@8	@10
Livers	@7	@9
Brains	@4	@4
Ears	@4	@4
Snouts	@4	@5
Heads	@6	@6½
Chitterlings	@6½	@6½

DRY SALT MEATS

Clear bellies, 16@18 lbs.	@5½	@6
Clear bellies, 18@20 lbs.	@5½	@6
Rib bellies, 25@30 lbs.	@5½	@6
Fat backs, 10@12 lbs.	@5½	@6
Fat backs, 14@16 lbs.	@5½	@6
Regular plates	@5½	@6
Jowl butts	@3½	@4

WHOLESALE SMOKED MEATS

Fancy regular hams, 14@16 lbs., parchment paper	16½ @17
Fancy skinned hams, 14@16 lbs., parchment paper	16½ @18
Standard reg. hams, 14@16 lbs., plain	15½ @16
Picnics, 4@8 lbs., short shank, plain	12 @13
Picnics, 4@8 lbs., long shank, plain	10 @11
Fancy bacon, 6@8 lbs., plain	16½ @17
Standard bacon, 6@8 lbs., plain	13 @14
No. 1 beef sets, smoked	
Insides, 8@12 lbs.	35 @36
Outsides, 5@9 lbs.	34 @35
Knuckles, 5@9 lbs.	33 @34
Cooked hams, choice, skin on, fattened	@27
Cooked hams, choice, skinless, fattened	@30
Cooked picnics, skin on, fattened	@22
Cooked picnics, skinned, fattened	@22

BARRELED PORK AND BEEF

Clear fat back pork:	
70-80 pieces	\$ @11.50
80-100 pieces	@10.50
100-125 pieces	@10.00
Clear plate pork, 25-35 pieces	@12.00
Bean pork	@12.00
Brisket pork	@17.00
Plate beef	@16.50
Extra plate beef	@16.50

VINEGAR PICKLED PRODUCTS

Pork feet, 200-lb. bbl.	\$15.75
Lamb tongue, short cut, 200-lb. bbl.	65.00
Regular tripe, 200-lb. bbl.	17.25
Honeycomb tripe, 200-lb. bbl.	22.25
Pocket honeycomb tripe, 200-lb. bbl.	20.00

SAUSAGE MATERIALS

(Packed basis.)

Regular pork trimmings	@4½
Special lean pork trimmings 85%	@10
Extra lean pork trimmings 95%	@12
Pork cheek meat (trimmed)	7½ @7½
Pork hearts	@4½
Pork livers	@4
Native boneless bull meat (heavy)	13 @13½
Boneless chucks	11½ @11½
Shank meat	@11½
Beef trimmings	8½ @8½
Beef cheeks (trimmed)	@7½
Dressed canners, 350 lbs. and up	9½ @9½
Dressed canner cows, 400-450-lb.	9½ @9½
Dr. bologna bulls, 600 lbs. and up	@10½
Pork tongues, canner trim, fresh	@8½

DRY SAUSAGE

Cervelat, choice, in hog bungs	@35
Thuringer	@18½
Farmer	@27
Holsteiner	@27½
B. C. salami, choice	@31
Milano, salami, choice in hog bungs	@30
B. C. salami, new condition	@18
Frisses, choice, in hog middles	@37
Genoa style salami, choice	@37
Pepperoni	@27
Mortadella, new condition	@19
Capicola	@38
Italian style hams	@30
Virginia hams	@40½

DOMESTIC SAUSAGE

(Quotations cover fancy grades.)

Pork sausage, in 1-lb. carton	@20½
Country style sausage, fresh in link	@15½
Country style sausage, fresh in bulk	@13½
Country style sausage, smoked	@19½
Frankfurters, in sheep casings	@22½
Bologna in beef bungs, choice	@20½
Bologna in beef middles, choice	@16½
Liver sausage in beef rounds	@14
Liver sausage in hog bungs	@16
Smoked liver sausage in hog bungs	@21½
Head cheese	@14½
New England luncheon specialty	@20
Mixed luncheon specialty, choice	@18
Tongue & blood	@18
Blood sausage	@17
Souse	@16
Polish sausage	@20½

LARD

Prime steam, cash, Bd. Trade	@ 6.20
Prime steam, loose, Bd. Trade	@ 5.35
Refined lard, tierces, f.o.b. Chgo.	@ 7.37½
Kettle rend., tierces, f.o.b. Chgo.	@ 8.37½
Leaf, kettle rend., tierces, f.o.b. Chgo.	@ 8.37½
Neutral tierces, f.o.b. Chicago	@ 8.12½
Shortening, tierces, c.a.f.	@10.00

OLEO OIL AND STEARINE

Extra oleo oil (in tierces)	@ 7½
Prime No. 2 oleo oil	@ 6½
Prime oleo stearine	@ 6

TALLOWES AND GREASES

(Loose, basis Chicago.)

Edible tallow, 1% acid	5½ @ 5½
Fancy tallow, under 2% acid	5½ @ 5½
Prime packers tallow, 3-4% acid	5½ @ 5½
Special tallow	@ 5
No. 1 tallow, 10% f.f.a.	@ 4½
Choice white grease, all hog	@ 5
A-White grease, 4% acid	4½ @ 5
B-White grease, maximum 5% acid	@ 4½
Yellow grease, 12-20 f.f.a.	@ 4½
Brown grease, 25 f.f.a.	@ 4½

ANIMAL OILS

Prime edible lard oil	Per lb. 10½
Prime burning oil	9½
Prime lard oil—inedible	9
Extra W. S. lard oil	8½
Extra lard oil	8½
Extra No. 1 lard oil	8½
Spec. No. 1 lard oil	8½
No. 1 lard oil	8½
No. 2 lard oil	8
Acidless tallow oil	8
20° C. T. neatsfoot oil	18½
Pure neatsfoot oil	13½
Prime neatsfoot oil	8½
Extra neatsfoot oil	8½
No. 1 neatsfoot oil	8½

VEGETABLE OILS

Crude cottonseed oil, in tanks, f.o.b.	
Valley points, prompt	6 @ 6½
White deodorized, in bbls., f.o.b. Chgo.	8 @ 8½
Yellow, deodorized	8½ @ 8½
Soap stock, 50% f.f.a., f.o.b. consuming points	@ 1½
Soybean oil, f.o.b. mills	@ 5½
Corn oil, in tanks, f.o.b. mills	6½ @ 6½
Coconut oil, sellers' tanks, f.o.b. coast	2½ @ 2½
Refined coconut, bbls., f.o.b. Chicago	9½ @ 9½

OLEOMARGARINE

F. O. B. Chicago.

White domestic vegetable	@15
White animal fat	@12
Water churned pastry	@12
Milk churned pastry	@18
White "nut" type	@ 8½

(Continued on page 52)

PURE VINEGARS

A. P. CALLAHAN & COMPANY

2407 SOUTH LA SALLE STREET

CHICAGO, ILL.

Chicago Markets

(Continued from page 51.)

CURING MATERIALS

	Cwt.
Nitrite of soda (Chgo. w'has stock).	
In 425-lb. bbls., delivered.....	\$ 8.75
Sulphur, less than ton lots.....	
Dbil. refined granulated.....	7.50
Small crystals.....	8.50
Medium crystals.....	8.75
Large crystals.....	9.50
Dbil. rfd. gran. nitrate of soda.....	2.90
Salt, per ton, in minimum car of 80,000 lbs.	
only, f.o.b. Chicago, per ton:	
Granulated.....	7.20
Medium, dried.....	10.20
Rock.....	6.80
Sugar—	
Raw, 90 basis, f.o.b. New Orleans....	@2.85
Second sugar, 90 basis.....	None
Standard gran., f.o.b. refiners (2%)..	@4.50
Packers' curing sugar, 100 lb. bags,	
f.o.b. Reserve, La., less 2%.....	@4.10
Packers' curing sugar, 250 lb. bags,	
f.o.b. Reserve, La., less 2%.....	@4.10
Dextrose, in car lots, per cwt. (in cotton	
bags).....	@3.04
In paper bags.....	@3.50

SAUSAGE CASINGS

(F. O. B. Chicago.)

(Prices quoted to manufacturers of sausage.)

Beef casings:	
Domestic rounds, 180 pack.....	@.16
Domestic rounds, 140 pack.....	@.30
Export rounds, wide.....	@.42
Export rounds, medium.....	@.22
Export rounds, narrow.....	@.39
No. 1 weasands.....	@.06
No. 2 weasands.....	@.03
No. 1 bungs.....	@.11
No. 2 bungs.....	@.08
Middles, regular.....	@.50
Middles, select, wide, 2 1/2 in.....	@.55
Middles, select, extra wide, 2 1/2 in.	
and over.....	@.80
Dried bladders:	
12-15 in. wide, flat.....	.50
8-10 in. wide, flat.....	.70
6-8 in. wide, flat.....	.25
Pork casings:	
Narrow, per 100 yds.....	2.15
Narrow, special, per 100 yds.....	2.10
Medium, regular.....	1.00
English, medium.....	1.40
Extra wide, per 100 yds.....	1.10
Export bungs.....	.19
Large prime bungs.....	.14
Medium prime bungs.....	.07
Small prime bungs.....	.06 1/2
Middles, per set.....	.14
Stomachs.....	.00

SPICES

(Basis Chicago, original bbls., bags or bales.)

	Whole.	Ground.
	Per lb.	Per lb.
Allspice, prime.....	19	21
Resifted.....	19 1/2	21 1/2
Chili pepper.....	23	23
Powder.....	28	28
Cloves, Amboyna.....	19 1/2	24 1/2
Zaniber.....	15	19 1/2
Madagascar.....	10 1/2	14 1/2
Ginger, Jamaica.....	98	74
African.....	50	62
Mace, Fancy Banda.....	25	19
East India.....	24	20
East & West India Blend.....	21	23 1/2
Mustard flour, fancy.....	42	42
No. 1.....	38	38
Nutmeg, fancy Banda.....	35 1/2	35 1/2
Fancy Hungarian.....	46	46
No. 1 Hungarian.....	10 1/2	14 1/2
Pepper, Cayenne.....	6	7 1/2
Black Malabar.....	9 1/2	12 1/2
Black Lampong.....	9 1/2	12 1/2
Pepper, white Singapore.....	18	18
Muntok.....	12	12
Packers.....		

SEEDS AND HERBS

	Ground
	Whole. Rausage.
Caraway seed.....	14 1/2
Celery seed, French.....	22
Cominos seed.....	20
Coriander Morocco bleached.....	7
Coriander Morocco natural No. 1.....	6 1/2
Mustard seed fancy yellow.....	31
American.....	14
Marjoram, French.....	29
Oregano.....	12
Sage fancy Dalmatian.....	15
Dalmatian No. 1.....	12

NEW YORK MARKET PRICES

LIVE CATTLE

Steers, good, 1,200-lb.....	\$ @10.10
Steers, medium and good.....	9.00 @ 9.50
Cows, medium.....	6.25 @ 6.50
Cows, cutter and common.....	5.75 @ 6.00
Cows, canner.....	4.50 @ 5.25
Bulls, good.....	7.25 @ 7.75
Bulls, medium.....	6.75 @ 7.00

LIVE CALVES

Vealers, good and choice.....	\$11.00 @ 13.00
Vealers, common and medium.....	9.00 @ 10.00
Vealers, cull.....	6.00 @ 7.00

LIVE HOGS

Hogs, good and choice, 198-lb.....	\$ @ 5.90
Hogs, good and choice, 230-lb.....	@ 5.60
Packing sows.....	nom.

LIVE LAMBS

Lambs.....	Nominal
------------	---------

DRESSED BEEF

City Dressed.	
Choice, native, heavy.....	17 1/2 @ 18 1/2
Choice, native, light.....	17 @ 17 1/2
Native, common to fair.....	16 @ 17

Western Dressed Beef.

Native steers, 600 @ 800 lbs.....	18 @ 19
Native choice yearlings, 440 @ 600 lbs.....	17 @ 18
Good to choice heifers.....	16 @ 17
Good to choice cows.....	14 @ 15
Common to fair cows.....	13 @ 14
Fresh bologna bulls.....	13 @ 14

BEEF CUTS

	Western.	City.
No. 1 ribs.....	23 @ 24	21 @ 23
No. 2 ribs.....	20 @ 21	20 @ 21
No. 3 ribs.....	19 @ 20	19 @ 20
No. 1 loins.....	32 @ 35	36 @ 40
No. 2 loins.....	30 @ 32	30 @ 35
No. 3 loins.....	20 @ 24	25 @ 29
No. 1 hinds and ribs.....	20 @ 21	21 @ 24
No. 2 hinds and ribs.....	18 @ 19	19 @ 21
No. 1 rounds.....	17 @ 17	17 @ 17
No. 2 rounds.....	16 @ 16	16 @ 16
No. 3 rounds.....	15 @ 15	15 @ 15
No. 1 chucks.....	14 @ 15	14 @ 15
No. 2 chucks.....	13 @ 14	13 @ 14
No. 3 chucks.....	12 @ 13	12 @ 13
City dressed bolognas.....	18 1/2 @ 14 1/2	
Rolls, reg. 4 @ 6 lbs. av.....	18 @ 20	
Rolls, reg. 6 @ 8 lbs. av.....	23 @ 25	
Tenderloins, 4 @ 6 lbs. av.....	50 @ 60	
Tenderloins, 5 @ 6 lbs. av.....	50 @ 60	
Shoulder clods.....	16 @ 18	

DRESSED VEAL

Good.....	18 @ 17 1/2
Medium.....	15 @ 16
Common.....	14 @ 15

DRESSED SHEEP AND LAMBS

Genuine spring lambs, good.....	19 @ 19 1/2
Genuine spring lambs, good to medium.....	18 1/2 @ 19
Genuine spring lambs, medium.....	17 1/2 @ 18
Sheep, good.....	10 @ 11
Sheep, medium.....	9 @ 10

DRESSED HOGS

Hogs, good and choice (110-140 lbs.)	
head on; leaf fat in.....	\$ 8.75 @ 9.25
Pigs, small lots (60-110 lbs.)	
head on; leaf fat in.....	10.00 @ 11.00

FRESH PORK CUTS

Pork loins, fresh, Western 10 @ 12 lbs.....	14 @ 14 1/2
Shoulders, Western, 10 @ 12 lbs. av.....	10 1/2 @ 11 1/2
Butts, regular, Western.....	12 @ 12 1/2
Hams, Western, fresh, 10 @ 12 lbs. av.....	15 1/2 @ 16 1/2
Picnics, Western, fresh, 6 @ 8 lbs. av.....	10 1/2 @ 11 1/2
Pork trimmings, extra lean.....	14 @ 14 1/2
Pork trimmings, regular, 50% lean.....	6 1/2 @ 7 1/2
Spare ribs.....	9 @ 10

COOKED HAMS

Cooked hams, choice, skin on, fattened.....	@ 33c
Cooked hams, choice, skinless, fattened.....	@ 35c

SMOKED MEATS

Regular hams, 8 @ 10 lbs. av.....	19 1/2 @ 20
Regular hams, 10 @ 12 lbs. av.....	19 @ 20
Regular hams, 12 @ 14 lbs. av.....	18 @ 19
Skinless hams, 10 @ 12 lbs. av.....	20 @ 21
Skinless hams, 12 @ 14 lbs. av.....	18 1/2 @ 19
Skinless hams, 16 @ 18 lbs. av.....	17 1/2 @ 18
Skinless hams, 18 @ 20 lbs. av.....	17 @ 18
Picnics, 4 @ 6 lbs. av.....	18 @ 19
Picnics, 6 @ 8 lbs. av.....	12 1/2 @ 13
City pickled bellies, 8 @ 12 lbs. av.....	15 @ 16
Bacon, boneless, Western.....	17 @ 18
Bacon, boneless, city.....	16 @ 17
Rollettes, 8 @ 10 lbs. av.....	17 @ 18
Beef tongue, light.....	22 @ 23
Beef tongue, heavy.....	23 @ 24

FANCY MEATS

Fresh steer tongues, untrimmed.....	16c a pound
Fresh steer tongues, l. c. trimmed.....	28c a pound
Sweetbreads, beef.....	30c a pound
Sweetbreads, veal.....	70c a pair
Beef kidneys.....	12c a pound
Mutton kidneys.....	4c each
Livers, beef.....	25c a pound
Onions.....	15c a pound
Beef hanging tenders.....	30c a pound
Lamb fries.....	12c a pair

BUTCHERS' FAT

Shop Fat.....	\$1.75 per cwt.
Breast Fat.....	2.25 per cwt.
Edible Suet.....	3.25 per cwt.
Inedible Suet.....	2.75 per cwt.

GREEN CALFSKINS

	5-9 1/4-12 1/4	12 1/4-14	14-18	18 up
Prime No. 1 veals.....	22	2.85	3.20	3.25
Prime No. 2 veals.....	20	2.55	2.90	2.95
Buttermilk No. 1.....	17	2.35	2.70	2.75
Buttermilk No. 2.....	16	2.20	2.55	2.60
Branded gruby.....	10	1.15	1.50	1.55
Number 3.....	10	1.15	1.50	1.55

BONES AND HOFS

	Per ton
Round shins, heavy.....	\$37.50
Flat shins, heavy.....	32.50
light.....	47.50
Blades, buttocks, shoulders & thighs.....	42.50
Hoofs, white.....	55.00
black and white striped.....	20.00

PRODUCE MARKETS

BUTTER.

	Chicago.	New York.
Creamery (92 score).....	@ 28	@ 28 1/2
Creamery (90-91 score).....	@ 27 1/2	@ 28 1/2
Creamery firsts (88-89).....	@ 27 1/2	28 1/2 @ 28 1/2

EGGS.

Extra firsts.....	16 1/2 @ 16 1/2	
Firsts, fresh.....	16 1/2 @ 16 1/2	@ 18 1/2
Standards.....		@ 17 1/2

LIVE POULTRY.

Fowls.....	10 @ 17 1/2	13 @ 18
Springs.....	16 @ 21 1/2	18 @ 18
Broilers.....	16 @ 19	19 @ 23
Capons.....	16 @ 21	18 @ 24
Old roosters.....	10 @ 10 1/2	12 @ 13
Ducks.....	8 @ 14 1/2	10 @ 15
Geese.....	8 @ 12	10 @ 15
Turkeys.....	11 @ 18	16 @ 23

DRESSED POULTRY.

Chickens, 17-25, frozen.....	24 @ 24 1/2	@ 21
25-47, frozen.....	19 @ 22	19 @ 19 1/2
48-up, frozen.....	22 @ 22 1/2	22 @ 23
Fowls, 31-47, fresh.....	15 @ 17	16 1/2 @ 19
48-59, fresh.....	19 @ 20	20 1/2 @ 21 1/2
60 and up, fresh.....	19 @ 20	19 @ 21 1/2
Turkeys, frozen hens.....	22 @ 22	22 @ 23
Turkeys, frozen toms.....	20 @ 20 1/2	20 1/2 @ 21

BUTTER AT FIVE MARKETS

Wholesale prices 92 score Feb. 24 to Mar. 2:

	February	March
	24	26
Chicago.....	28 1/2	28 1/2
N. York.....	28 1/2	28 1/2
Boston.....	28 1/2	28 1/2
Phila.....	28 1/2	28 1/2
San Fran.....	28 1/2	28 1/2

Wholesale—Fresh centralized carlots—90 score at Chicago:

	28 1/2	28	28	28	27 1/2	27 1/2
	@ 28 1/2	@ 28 1/2	@ 28 1/2	@ 28 1/2	@ 27 1/2	@ 27 1/2

Receipts of butter by cities (lb.—gross wt.):

	This week.	Last week.	Since January 1—1940.	1939.
Chgo.....	3,092,554	2,437,067	34,110,215	41,139,904
N. York.....	3,788,961	2,976,113	40,014,808	43,829,136
Boston.....	1,152,210	874,023	12,171,164	12,153,481
Phila.....	1,325,715	1,067,448	12,684,743	11,787,180

Total.....9,359,440 7,454,646 98,980,980 108,009,740

Cold storage movement (lb.—net wt.):

	In	Out	On hand	Same day
	Feb. 29.	Feb. 29.	March 1.	last year.
Chicago.....	66,730	295,167	6,379,602	44,572,980
N. York.....	75,271	279,172	4,468,726	36,442,981
Boston.....	11,512	264,751	1,548,173	1,548,173
Phila.....	10,890	11,990	157,898	146,590
Total.....	152,981	597,211	11,255,977	82,708,781

EARLY & MOOR INC.

Sausage Casing Specialists

MANUFACTURERS EXPORTERS IMPORTERS

BOSTON, MASS.

"The Skins You Love to Stuff"



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TOWER BRAND MEATS
Slaughterers of Cattle, Hogs,
Lambs and Calves

U. S. GOVERNMENT INSPECTION
WILMINGTON DELAWARE

HORMEL
GOOD FOOD

Main Office and Packing Plant
Austin, Minnesota

FRANK R. JACKLE

Broker

Offerings Wanted of:
Tankage, Blood, Bones, Cracklings, Hoofs
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THE CUDAHY PACKING CO.

PRODUCERS, IMPORTERS AND EXPORTERS OF

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Tenderated Hams

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Advertisements on this page, \$3.00 an inch for each insertion. Position Wanted, special rate, \$2.00 an inch for each insertion. Minimum Space 1 inch, not over 45 words, including signature or box number. No display. Remittance must be sent with order.

Position Wanted

Sales Manager, Provision Man

A packinghouse man with 25 years experience in plant and sales management desires new connection. Have thorough knowledge of plant operations, sales promotion and product costs. Can efficiently handle management of small or medium sized plant. Excellent record, honest, reliable and not afraid of hard work. Age 45, now employed. Interview appreciated. W-823, THE NATIONAL PROVISIONER, 407 So. Dearborn St., Chicago, Ill.

Sausage Man

Has 10 years experience in making sausage and loaves. Can cure meat, also kill and cut hogs. Can handle help. Good references. W-825, THE NATIONAL PROVISIONER, 407 So. Dearborn St., Chicago, Ill.

Locate The Man

Your advertisement in this space, although costing only three dollars, may locate the man you want for that special job. You may need a plant superintendent, a sausage maker or working foreman—perhaps you need salesmen or representatives—in any case results can be had quickly. Write THE NATIONAL PROVISIONER, 407 So. Dearborn St., Chicago, Ill.

Butcher and Meat Cutter

Seven years all around experience with small packer. Desires connection with a larger concern. 24 years old, industrious and neat in appearance. Good references. W-830, THE NATIONAL PROVISIONER, 407 So. Dearborn St., Chicago, Ill.

Buyer

Position wanted as Beef and Small Stock buyer. Have had ten years experience with Chicago chain. Can furnish best of references. W-833, THE NATIONAL PROVISIONER, 407 So. Dearborn St., Chicago, Ill.

To Your Advantage

If you are looking for a position in the Meat Packing Industry then it is to your advantage to use this space. Advertisements in this space are offered at a special rate available only to those looking for a job. Inquire of THE NATIONAL PROVISIONER, 407 So. Dearborn St., Chicago, Ill.

Sausage Foreman

Position wanted by an expert sausage foreman with many years of successful experience. Can produce quality and introduce new specialties. An expert on cost. Best references. W-819, THE NATIONAL PROVISIONER, 407 So. Dearborn St., Chicago, Ill.

Sales Executive

Desire connection with good independent packer. Willing to go anywhere. Experience: branch house as city salesman beef small stock department, assistant manager and manager. Twelve years car route sales—as salesman, district manager and car route sales manager. Now employed. Correspondence confidential—arrange personal interview. W-805, THE NATIONAL PROVISIONER, 407 So. Dearborn St., Chicago, Ill.

Business Opportunities

Consultant Food Technologist

If you require the services of a consultant meat specialist with long packinghouse experience in chemical and bacteriological processing, canning, curing and manufacturing, inquire of W-814, THE NATIONAL PROVISIONER, 300 Madison Ave., New York, N. Y. for full particulars. Member Institute of Food Technologists.

Packing Plant

For Sale: An up to date Meat Packing Plant fully equipped, also trucks. If interested get in touch with Al Schuesselin, 902 W. North St., Piqua, Ohio.

Salesmen

Salesmen contacting Meat Packers, Sausage and Rendering plants in the territory East of the Mississippi, can make substantial additions to their incomes, without interfering with their work or connections. Write for particulars. Replies confidential. W-829, THE NATIONAL PROVISIONER, 300 Madison Ave., New York City.

An Opportunity

Take advantage of the opportunity presented by this space and tell the ones who would be interested in what you have to offer. Your advertisement here will bring results. Write THE NATIONAL PROVISIONER, 407 So. Dearborn St., Chicago, Ill.

Men Wanted

Experienced Sausage Man

Man thoroughly familiar with manufacture of dry sausage is wanted. State age, experience and other qualifications in first letter. W-828, THE NATIONAL PROVISIONER, 407 So. Dearborn St., Chicago, Ill.

Packinghouse Men

If you are looking for a job in the Meat Packing Industry an advertisement placed in these columns will bring you results quicker. Write THE NATIONAL PROVISIONER, 407 So. Dearborn St., Chicago, Ill.

Sausage Foreman

Wanted: Working sausage foreman for medium-sized packing house sausage department in New York State—very progressive in our locality—must have had successful actual experience in all phases of sausage and meat loaf manufacturing, particularly fast cures. Correspondences strictly confidential. State age and give details of experience. W-832, THE NATIONAL PROVISIONER, 407 So. Dearborn St., Chicago, Ill.

Equipment for Sale

Machinery For Sale

We are offering for sale the following machines: 1 Buffalo refrigeration unit, 1 Meyers Deep Well Pump. Both of these machines are in excellent condition and can be bought reasonably. ROME PROVISION CO., INC., Rome, Ga.

Equipment for Sale

SPECIALS

1—35-gal. Kneading & Meat Mixing Machine.
1—Brecht 1000-lb. Meat Mixer.
1—Brecht Enterprise No. 156 Grinder.
1—Brecht 18" Filter Press.
2—Brecht 200-lb. Stuffers, without tubes.
1—Hand Operated Fat Cutter.
2—Ice Breakers or Crushers.
5—9"x19" Revolving Degreasing Percolators.
1000 Feet Drag or Scraper Conveyor.
10—Vertical Fertilizer or Tankage Dryers.
Dopp, Aluminum, Monel Metal, Copper Kettles.
1—No. 5 Jay Bee Model T Hammer Mill.
Boilers, Generator Sets, Power Plant Equip.
Send for "Consolidated News" listing our large stock. Send us your inquiries—we desire to serve you. We buy and sell from a single item to a complete plant. What have you for sale?

CONSOLIDATED PRODUCTS CO., INC.
14-19 Park Row, New York City

The Bunn Tying Machine

is used very generally by packers for tying sausage boxes, bacon squares, picnics, butts, etc. Ties 20-30 packages per minute. Saves twine. Write for our 10-day free trial offer. B. H. Bunn Co., 7609 Vincennes Ave., Chicago, Ill.

Used Equipment

Reconstructed 250-lb. Self-Emptying Cutter
1 No. 43-B "BUFFALO" Cutter and motor
1 No. 38 "BUFFALO" Cutter and motor
1 1500-lb. "BUFFALO" Mixer and motor
1 U. S. Bacon Slicer with stacker and motor
1 No. 66-B "BUFFALO" Grinder and motor
Address inquiries to FS-820, THE NATIONAL PROVISIONER, 407 So. Dearborn St., Chicago, Ill.

Equipment For Sale

Steam cooking house, 8x8x4½, with pump and sprays; 15 h.p. Cleveland Grinder; 15 h.p. Sanders Jacketed Grinder. All priced for quick sale. CHARLES ABRAMS, 1422 So. Fifth St., Phone—Sagamore 5176, Philadelphia, Pa.

Equipment Wanted

Rendering Machinery

Wanted for user, Hydraulic Curb Press and Pump; Rotary Dryer; Kettles; 2-Filter Presses; Evaporator; Cooker; Lard Cooling Roll. What have you to offer. W-718, THE NATIONAL PROVISIONER, 300 Madison Ave., New York City.

Equipment Wanted

Wanted for user . . . Griffith's tying machine for hand; Prague percentage scale; Bunn tying machine, and head cheese cutter. Must be in good condition. W-826, THE NATIONAL PROVISIONER, 300 Madison Ave., New York, N. Y.

Ice Fin Units

100 to 150-lb. capacity, in good condition suitable for small insulated truck bodies, state price, etc. W-831, THE NATIONAL PROVISIONER, 407 So. Dearborn St., Chicago, Ill.

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(Pronounced BE-CHI-YA)

— AND —
PRONOUNCED

The finest Polish-Style
Ham on the market to-
day, by hundreds of sat-
isfied Tobin customers!



THE TOBIN PACKING CO., INC.

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New York Branch: 407-09 West 13th St.

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East St. Louis, Illinois

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OFFICE
106 Gansevoort St.



Representatives:
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Boston, Mass.

F. C. Rogers Co.
Philadelphia, Pa.

THE E. KAHN'S SONS CO.

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"AMERICAN BEAUTY"
HAMS AND BACON

Straight and Mixed Cars of Beef,
Veal, Lamb and Provisions

Represented by
NEW YORK PHILADELPHIA WASHINGTON BOSTON
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Hams - Bacon
Dried Beef

HYGRADE'S

Original West
Virginia Cured Ham
Ready to Serve

HYGRADE'S

Frankfurters in
Natural Casings

HYGRADE'S

Beef - Veal
Lamb - Pork



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SELL**

*Domestic and Foreign
Connections
Invited!*

HYGRADE FOOD PRODUCTS CORP.

30 Church Street, New York, N. Y.

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QUALITY

**BEEF • BACON • SAUSAGE • LAMB
VEAL • SHORTENING • PORK • HAM
• VEGETABLE OIL •**

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NEW YORK, N. Y. 408 WEST 14th STREET	PHILADELPHIA, PA. 713 CALLOW HILL ST.	ROANOKE, VA. 317 E. Campbell Ave.

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from the Land O' Corn

**BLACK HAWK HAMS AND BACON
PORK - BEEF - VEAL - LAMB**

Straight and Mixed Cars of Packing House Products
THE RATH PACKING CO. WATERLOO, IOWA

EXTRA DIVIDENDS FOR NEVERFAIL USERS

Large packers, small packers . . . ham packers from every State in the Union report sharply rising sales and profits soon after starting to use the NEVERFAIL 3-Day Ham Cure. It's the "Pre-Seasoned" flavor! That, and improved texture, tenderness, mildness and color that win and hold new customers. Write today for a free demonstration in your own plant.



H. J. MAYER & SONS CO.

8819 - 27 SOUTH ASHLAND AVENUE • CHICAGO, ILLINOIS

F. C. ROGERS CO.

NINTH AND NOBLE STREETS

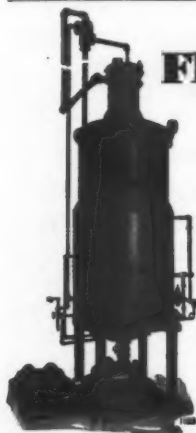
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**PACKINGHOUSE
PRODUCTS**

HARRY K. LAX, General Manager

*Member of New York Produce Exchange
and Philadelphia Commercial Exchange*



The New FRENCH COOKER

Interests You Because

IT OUTLASTS OTHER TYPES

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THE NATIONAL PROVISIONER 487 South Dearborn St. Chicago, Ill.

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The firms listed here are in partnership with you. The products and equipment they manufacture and the services they render are designed to help you do your work more efficiently, more economically and to help you make better products which you can merchandise more profitably. Their advertisements offer opportunities to you which you should not overlook.

re accuracy, we warrant against the possibility of a change or omission in this index

NO

PITH, NO FIBRE!

Cream of Spice Seasonings dissolve completely because all pith, fibre, and foreign matter is removed. Only the finest ingredients that definitely contribute to the high quality standard of STANGE Products are used in this flavorful and uniform seasoning. Start using C. O. S. at once. Write for generous free samples!

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2536-40 W. MONROE ST., CHICAGO

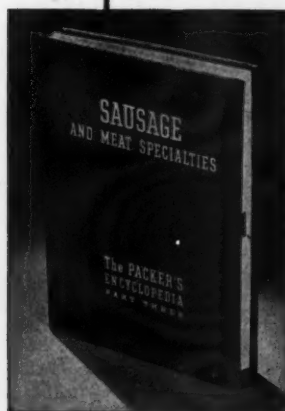
Western Branches: 923 E. 3rd St., Los Angeles; 1230 Sansome St., San Francisco. In Canada: J. H. Stafford Industries, Ltd., 24 Hayer St., Toronto, Ont.

SAUSAGE PROBLEMS?

Here's Your Answer!

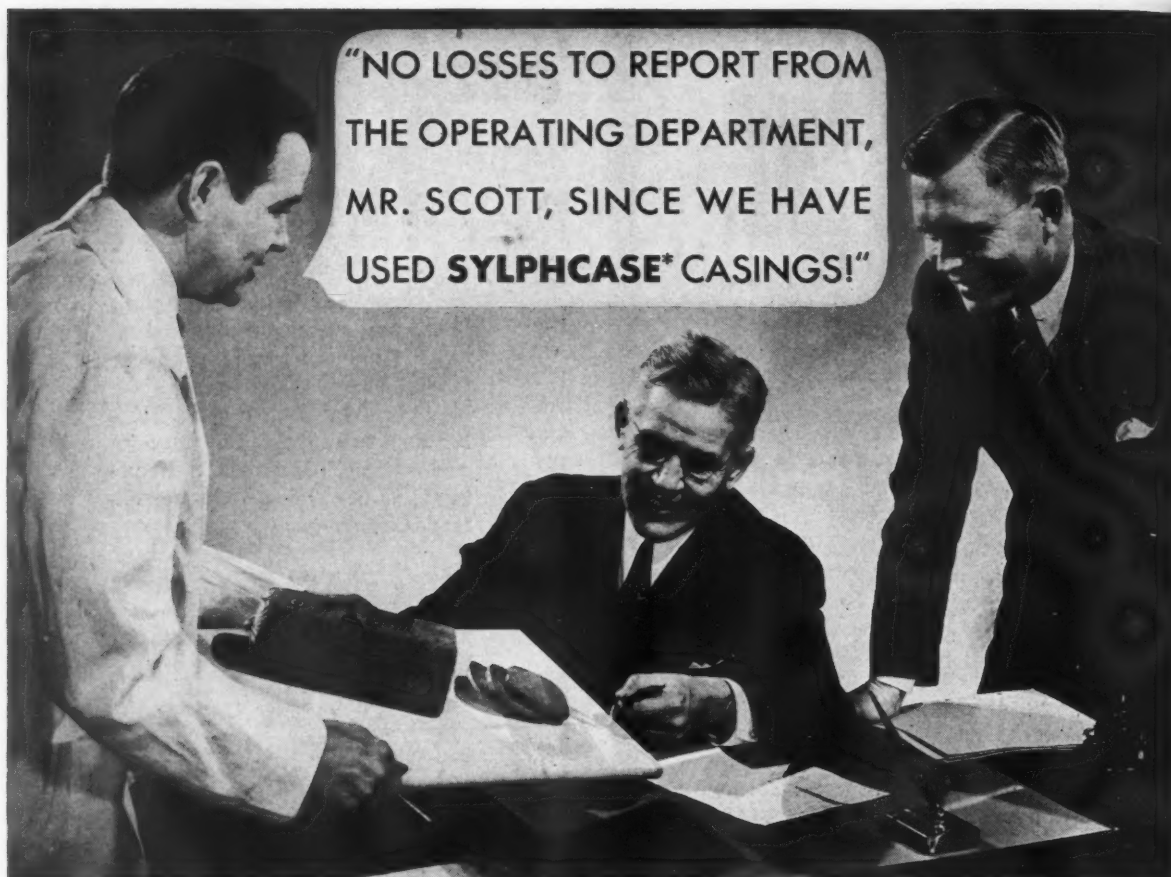
"SAUSAGE and MEAT SPECIALTIES"

The first book of its kind on these important subjects. Sausage manufacturers and sausagemakers are applying it to their daily operations, and prominent educators in agricultural colleges have adopted it as a text book. Modern authentic sausage practices, tested and proven sausage formulas, recommendations for manufacturing and operating procedure and plant layout suggestions highlight the subjects covered in this outstanding volume. Order your copy today . . . price \$5.00, postpaid.



THE NATIONAL PROVISIONER

407 S. Dearborn St., Chicago, Illinois



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"Fine! What's the latest from the Sales Department, Jerry?"

"Mr. Scott, I've been amazed at the good reports from our dealers. When the loaf is sliced the casing does not split or peel back on the unsliced portion, and our brand remains intact.

"The casing also preserves all the moisture, original flavor and freshness of the loaf . . . and the casings do not split in handling and shipping."

"That's great! Those SYLPHCASE CASINGS certainly make fine shapely meat loaves, and they're so transparent they give the meat an extra appetizing look.

"Seems to me boys, we used pretty good judgment when we adopted SYLPHCASE CASINGS."

*Reg. U. S. Pat. Off.

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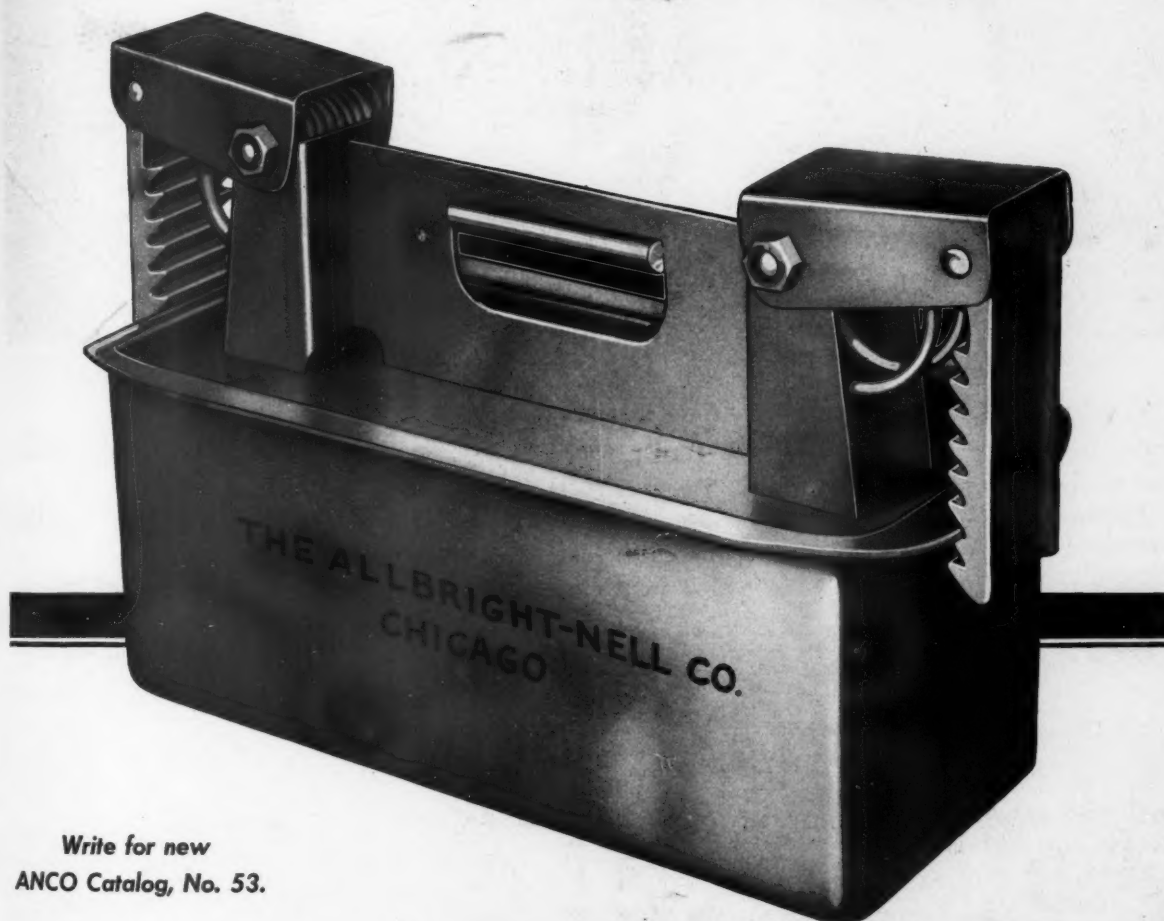


HAM RETAINERS

Hundreds of users are attributing a great portion of the success of their boiled hams and similar products to the improved appearance and uniformity obtained with ANCO Retainers.

ANCO Retainers are made in various styles and sizes in both tinned and stainless steels. Because of their Convenience, Sanitation, and Durability, many plants have

adopted non-corrosive metal Retainers, which assure reduced maintenance costs and lifetime durability. Stainless Steel Equipment soon repays the difference found in the original cost. All ANCO Retainers are made with patented Double Torsion Spring covers, which allow for expansion and contraction during the cooking and cooling processes. Now is the time to replace those old and obsolete ham boilers with ANCO improved Retainers.



Write for new
ANCO Catalog, No. 53.

THE ALLBRIGHT-NELL CO.

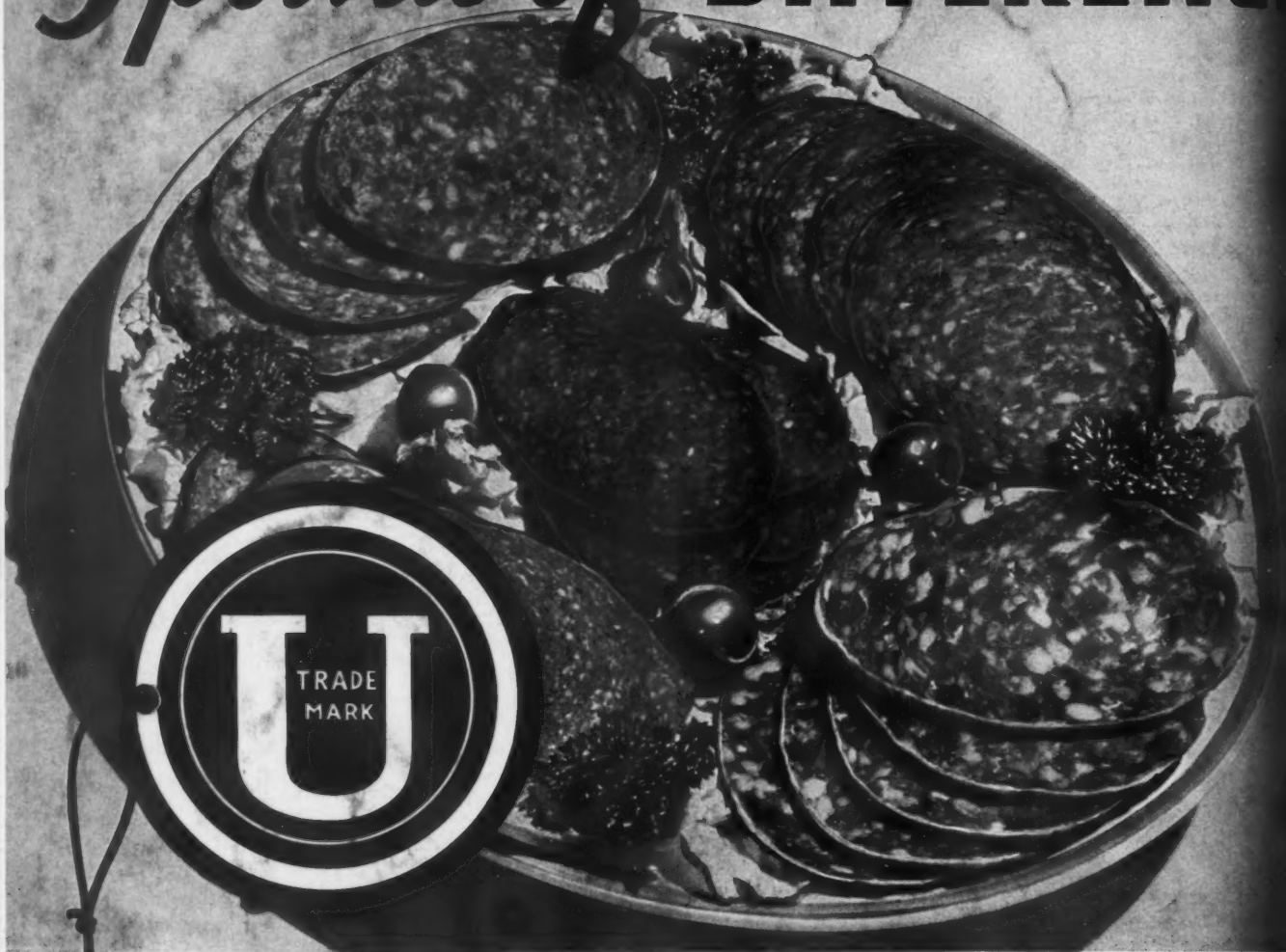
5323 S. WESTERN BLVD., CHICAGO, ILLINOIS

117 LIBERTY ST.
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**MADE BY A COMPANY
CATERING TO
MEAT PACKERS AND JOBBERS**

HERE'S a line of Dry Sausage built especially to meet your need for quality product that can be sold profitably. The Circle U line is known throughout the country for its uniform high quality. It is fine enough to hold the most discriminating trade, and, quality considered, is always priced to enable you to sell profitably. And, of course, we especially cater to meat packers and jobbers.

There's a kind of dry sausage for every taste and nationality. Check your requirements, and write for prices and details today!

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<i>Salami</i>	<i>Farmer</i>	<i>Genoa Salami</i>	<i>Peperoni</i>
<i>Capiccoli</i>	<i>Cooked Salami</i>	<i>Italian Style Butts</i>	

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